

Steward's Opera House

ONE NIGHT

**Friday,
Nov. 22**

America's Foremost Character Actress

Mrs. Annie Adams

Mother Of

Miss Maude Adams

In the Dramatic Novelty

"The Butler's Secret"

"A positive sensation---the play with a punch."
--Denver Post.

Metropolitan Company
Including

WILFORD LEE

Elaborate Scenic
Production

Prices \$1.00, 75c, 50c
Seats at Van Buren's Wednesday,
November 20th.

"You Must Not Miss This"

Clearance of entire line of

Women's Suits, Coats and Millinery

West's

The Quality Store

THE OBSERVER

BRUCE DENNIS
EDITOR AND OWNER.

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Oregon, as second class matter.

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PORTLAND JOBBERS VS. PEOPLE OF OREGON.

The Portland papers are filled with misrepresentations regarding the new initiative rate law. So anxious are these journals to create prejudice against the measure that a great deal of buncombe and claptrap is being indulged in to confuse the people, says the Medford Tribune. "Nobody seems to understand just what the bill means," is a frequent statement. We are told in one paragraph that it raises rates, in another that it lowers them, that the railroads themselves cannot understand it and that it is beyond the comprehension of the railroad commission.

The bill is one of the clearest, simplest, easiest understood freight laws ever adopted. That is why it passed by a big majority.

The rates in Oregon, along with those in the rest of the Pacific coast states, have been based upon what the traffic would bear. There never has been any uniformity or equality in the establishing of schedules. Such things as a mythical boundary line, a sticky wagon road, and lack of competition and discrimination in favor of Portland, have been controlling factors in the making of rates.

The Portland papers exhausted themselves in long-winded denunciations of this measure before election. That is one reason why it passed. When the interests represented by these plutocratic organs unite to oppose a measure, it's a sign of the measure's merit.

The new Oregon rate law is the same as that which has been in effect for years in Iowa, Illinois and other eastern states. It destroys discrimination and gives every locality a square deal. It increases the spread between carload and less than carload rates, thus enabling any city to enter jobbing business.

The Portland press fights the mea-

sure because it destroys the existing discrimination against all cities of the state in favor of Portland jobbers. It is the influence of the Portland chamber of commerce, composed of the jobbers of Portland, that is reflected in the city press. This influence dominates the state railroad commission.

In all of the cases brought by Medford, Baker and other Oregon cities, before the state and interstate railroad commissions, the Portland chamber of commerce has been an intervenor, and fought the claims of the localities affected.

Portland is the only city in the country that tries to hog the jobbing business of an entire state at the expense of the rest of the state. It is neither profitable to the shipper or to the railroad to attempt distribution in less than carload lots a distance of 300 miles or more. The distribution is done in every state, except Oregon, from smaller cities as well as the metropolis.

Portland can only grow as the state grows, and the state only grows as the smaller towns develop themselves and their surrounding territory. It is a fatuous policy that stunts the entire state by freight rate discrimination in favor of a single city, when the manufacturers of that city must depend upon the small cities for their market. So this bill, in the long run, is beneficial to Portland as well as to the rest of the state.

The bill was drawn by Frank H. McCune, rate expert and counsel for the Oregon Equitable Rate League and the Medford Traffic Bureau and Baker Commercial club, by whom it was endorsed and initiated, and who made the campaign for it. Mr. McCune ranks as the foremost rate expert in the west. He won the Spokane rate case, the Woolgrowers' rate case and the various cases inaugurated by Medford and Baker.

The bill is drawn along lines endorsed by the interstate commerce committee and that have proven beneficial in various eastern states.

It is the Portland jobbers versus the people of Oregon.

Notice.

Registration books for the city election have been opened, and all voters who have not registered previously and desire to vote at the city election, can register by calling at the office of the Security Land & Trust company, in the La Grande National Bank building, second door

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West's

The Quality Store

NOTICE TO CONTRACTORS.

Notice is hereby given that sealed bids will be received by the council of the city of La Grande, Oregon, for the construction of gravel bitulithic pavement, together with excavation, curbing and drainage, as follows:

On Fourth street between the south line of "C" avenue, amounting to 16,000 square yards of paving, same to

be constructed according to plans and specifications and estimates on file in this office. All bids to be in by 8 o'clock p. m., Nov. 20, 1912, and accompanied by a certified check for 5 per cent of the whole amount of the bid. The council reserves the right to reject any or all bids.

N. J. MANSAGER,

City Recorder.

La Grande, Ore., Nov. 14, 1912. St



We want you to get acquainted with Jones' Dairy Farm sausage. A more delicious breakfast couldn't be imagined.

Fresh shipment Friday.

The City Grocery & Bakery

The Strength Of A Bank

is based on the character of its assets, and of the men behind it.

This bank, for twenty-five years a pillar of strength in this community, keeps its resources absolutely clean and dependable.

Its officers will always see that its assets are of such a character that its strength can never be questioned.

Upon this basis we invite your confidence and your account.

La Grande National Bank

LA GRANDE, OREGON.

CAPITAL . . . \$ 100,000.00
SURPLUS . . . 120,000.00
RESOURCES . . . 1,000,000.00

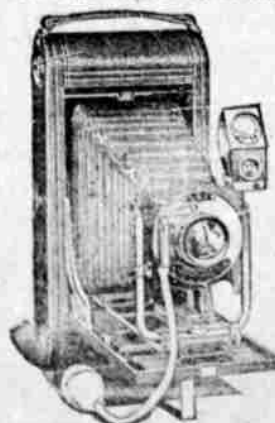
FRED J. HOLMES,
President.
F. L. MEYERS,
Cashier.

W. J. CHURCH,
Vice Pres.
EARL ZUNDEL,
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made and popularized amateur photography. They have always led in improvements, in new ideas. But



what is of equal importance is the careful workmanship and the superb lens and shutter equipment. Yet they are not expensive—\$5 up.

RED CROSS DRUG STORE

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Our Own Delivery

Believing that we will be able to serve our customers better by doing our own delivering we are putting on our wagons beginning with Wednesday, Nov. 20th.

When in a hurry call

MAIN 43



MAIN 43

and your order will receive prompt attention.

J. G. Snodgrass
QUALITY GROCER