

THE OBSERVER

BRUCE DENNIS, Editor and Owner

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RAILROAD WILL PROBABLY GET INCREASE.

In Oregon as elsewhere, there has been for years a bitterness toward railroads. The transportation companies brought most of the censure upon themselves, but the punishment has been sufficient and now the people are looking more dispassionately upon the question of railroads and their earning power. Along this line we have taken an editorial from Investments, a financial magazine, regarding the possibilities of an increase in freight rates being granted by the Interstate Commerce commission which states some reasons why the increase should be granted, and they are reasons which anyone at a glance can see are true. The financial magazine says:

Some time during the current month the Interstate Commerce Commission is to take up the railroads' petition for a horizontal increase of five per cent in the rates they charge for carrying freight.

The decision is, without doubt, going to have a big influence on the price of railroad stocks. If the plea is allowed, railroad stocks are going to become more valuable than they are now. If the decision runs contrary and the railroads are not to be allowed to charge more for carrying freight, the effect upon prices in a good many cases is going to be serious.

Our guess—that's about all it can be at the present time—is that the railroads' petition will be allowed and that the increase in rates asked for will be granted.

There are two reasons why we think so. The first is that the railroads seem to have the right on their side. The second is that the country seems at least to be in a frame of mind to do the railroads justice.

That the railroads will be able to make out a very strong case indeed is generally admitted by those who have looked closely into the question. Back in 1911 when the carriers asked for an increase in rates, they were met by flat refusal on the part of the commission and were told to go ahead and try it out under existing conditions and see whether they couldn't increase their net revenues. They have tried

it out since then with the result that net revenues, far from having been increased, have shown a further alarming drop. Operating revenue in 1911 was greater than in 1910, and again in 1912 was greater than in 1911. In spite of that fact, net revenue in 1911 was 20 per cent less than in 1910, while in 1912 it was fully 15 per cent less than in 1910. During the current year, it is true, net revenue has made a little better showing, but when the final results are determined it will without doubt be found also to have run substantially under the net revenue of 1910. Even though it may appear that aggregate net earnings are greater this year, it must be remembered that there has been a big increase both in mileage and in the amount of capital used. In order to make as good a showing as they made in 1910, the railroads have got to earn considerably more than they did then.

But even though the railroads are able to make out their case, it probably wouldn't help them much unless the country were in a mood to do them justice. Three years ago they made out a case, but the increase in rates was refused them. That was because sentiment at that time was distinctly hostile to the transportation industry and everything connected with it—past sins being paid for. A big change, however, has taken place since then. The various Shippers' associations all over the country are no more anxious now than they were in 1910 to pay higher freight rates, but the country as a whole can without question be said to have awakened to the fact that the railroads have not been getting a square deal and that if care is not taken the whole matter is going to react most harmfully on general business. The public has seen one demand after another presented by the various classes of railway employees and has seen the railroads forced to grant a substantial part of the wage increases asked for without any chance whatever of their being able to recoup themselves for the additional expense. And lately the public has had the matter brought home to it in an even more forcible way. From one end of the country to the other it has been realized that the steel equipment which it is now admitted that the railroads ought to be using, and which the public safety demands, cannot possibly be procured with railway revenues on their present basis. Would you rather pay what you are paying now, ride in wooden coaches and stand a chance of getting killed, or would you rather pay a little more and give the railroads a chance to provide steel cars and—safety? There is not much doubt about the way in which the average man of intelligence answers the question.

OREGON EDITOR FINED.

Libel Suit Ends In Heavy Fine Being Tacked on Silverton Man.

Salem, Nov. 3.—J. E. Hosmer, a Silverton editor, who was convicted last week of criminal libel in the case of a benedict from the convent at Mount Angel, was sentenced today to pay a fine of \$200. He gave notice of appeal.

OPPORTUNITY.

Every day to every man
 Opens Fortune's gate anew.
 Has your past been void of pain?
 Lo, the future beckons you!

Would you make of life the best.
 Spurn the demon of Despair.
 Trim Hope's lamp within your breast.
 Keep it burning brightly there.

Shut the door on coward Fear.
 Never doubt creation's plan.
 When the grisly phantoms rear
 Face and fight them. Be a man.

Fixed resolve at a purpose high
 Win their guard on soon or late.
 Fate condemns you? 'Tis a lie!
 Souls that dare may conquer fate.

He who wills is he who can—
 He who to himself is true.
 Every day to every man
 Opens Fortune's gate anew.
 —John Goodby Gregory.

PATRIOTISM.

I shall enter on no encomium upon Massachusetts. She needs none. There she is. Behold her and judge for yourselves. There is her history; the world knows it by heart. The past at least is secure. There are Boston and Concord and Lexington and Bunker Hill, and there they will remain forever.—Daniel Webster.

SCHOOL LESSONS.

Don't you remember the wading path
 That led to the schoolhouse door?
 Round the orchard and through the lane
 It wound forevermore!
 Didn't you learn in paths of life
 This lesson day by day—
 That, though the pathway wind and wind,
 Where there's a will there's a way?

Don't you remember the dog eared books,
 The high flown words and stubborn sums,
 The history, with its battle scenes,
 And picturesque flags and fife and drums?
 What was the lesson of it all?
 Why, just to be staunch and true.
 To look to yourself for all your aid
 And paddle your own canoe!

Don't you remember the red checked lass
 With glad gold curls and dancing eyes
 That burst on your soul in all her charms,
 Fresh as a breath of paradise?
 That all the sweet things of all
 When all of the song is said—
 Say, was the lesson learned by you
 That faint heart never won fair maid?
 —Edward Wilbur Mason in National Magazine.

STOCK GAMBLING.

Short sales constitute the greatest menace to industrial stability and financial strength now presented to the American people. Some time we must take up the problem of suppressing these gigantic gambling transactions, and this is the time to do it. We ought to employ the taxing power to put an end to the evil. If the tax is imposed next year there will be but a title of the gambling that has been flaunted in the face of the American people. It will not interfere with honest and legitimate business methods, and the market places of the country will be made more secure. The stock exchanges are not now places for the actual transfer of commodities. They are places where unscrupulous men balance their wits.—Senator Cummins of Iowa.

LITERATURE.

The history of nations, in the sense of which I use the word, is often best studied in works not professedly historical. Wherever literature consoles sorrow or assuages pain, wherever it brings gladness to eyes which fall with wakefulness and tears and ache for the dark house and the long sleep, there is exhibited in its noblest form the immortal influence of Athens.—Macaulay.

An Interesting Exhibit of

Gordon PURE FURS

If you are a lover of rich, beautiful furs, you must not fail to see our wonderful array of styles in large and small scarfs, separate muffs and shoulder pieces. Every style is new, made especially for this season's wear.

When You Buy GORDON FURS

You can be sure of the genuineness because each fur is accompanied with a ticket telling you exactly what the fur is and what service it will give.

Good Furs are Scarce

And will be more so next season, consequently many fur manufacturers are substituting and imitating but not so with Gordon Furs.



Gordon Furs are Priced No Higher Than Ordinary Furs.

We have them in grades to suit the demand of everyone, from \$10.00 Set up to \$225.00 Set.

Marabout Furs

Are in extraordinary demand this season. Warm and light, yet inexpensive. Separate muffs and collar pieces are priced from \$3.50 to \$8.00.

Separate Coat Muffs

In caracul, and plush combined to be worn with coats of some material. Many attractive shapes \$4.50 to \$6.50 each.

NEW MESH BAGS

In a variety of attractive shapes at \$3.00 to \$5.50.

West
 THE QUALITY STORE

SPECIAL SALE
 of all Millinery

EDWARD MORRIS DEAD.

Multi-Millionaire Packer of Chicago Passes Away From Overwork.

Chicago, Nov. 3.—Edward Morris, president of the Nelson-Morris Packing company, is dead. He has been in ill health for a month, as the result of strenuous business. His fortune is estimated at \$40,000,000.

SHERIFFS GUARD BARN.

Street Car Strike in Indianapolis Still Has Serious Aspect.

Indianapolis, Nov. 3.—Four hundred special sheriffs and deputies are guarding the car barns; centers of the big street are filled with strikers here. Most of the people thought that because the commission is making no attempt to run cars that it did not have enough strikebreakers to resume operation of a tolerably complete service.

Old Time Printer Returns.

Miss Ida Chancey and her sister, Mrs. D. B. Reese, arrived from Chehalis, Wash., a few days ago and will make La Grande their home for the winter. Both Mrs. Reese and Miss Chancey were former residents of Union, the latter being well known in newspaper circles in which business she has been employed for many years. They came to La Grande to escape the rainy seasons of the coast country.

Gekeler Family Leaves.

The sale of stock and farming machinery at the W. F. Gekeler farm last week was the preliminary to the departure of Mr. Gekeler and family to California to stay a year. This move has been necessitated on account of the condition of Mrs. Gekeler's health and also for the benefit of two of the children. The farm is retained and will be under lease during the absence of the family in the southern country.

FOR RENT—Three furnished rooms. Call Red 3961.

Mathews Funeral Tomorrow.

The remains of Clarence Mathews, who was killed in northern Idaho a few days ago, will be held tomorrow afternoon.

MINCE MEAT

WE HAVE IN SOME VERY NICE MINCE MEAT, WHICH WE WOULD LIKE FOR YOU TO TRY. ALSO SOME VERY NICE PLUM PUDDING WHICH IS VERY DELICIOUS.

FLORIDA GRAPE FRUIT AND CRANBERRIES JUST NEW IN SEASON.

Berry Brothers

COFFEE.

"WE GUARANTEE"—THEY ALL SAY THAT; BUT MONEYBACK TALKS.

MONEYBACK WHEN YOU'VE USED THE WHOLE PACKAGE AND ARE SURE OF YOUR MIND. SCHILLING'S BEST.

In 1-lb, 2-lb and 2½-lb aroma-tight cans; cleanly granulated, 40c a lb.

HOLSTEIN CATTLE.

One heifer or a car load, with calf or coming fresh; white or mixed black and white; immediate or deferred delivery. Cash or terms—prices right.

COAST CATTLE CO., Eugene, Ore.

Office at the Eugene Creamery.

La Grande National Bank

Organized in 1887.

DESIGNATED DEPOSITORY OF UNITED STATES GOVERNMENT.
 UNITED STATES POSTAL SAVINGS DEPOSITORY.

Capital \$100,000.00
 Surplus \$130,000.00
 Total Resources \$1,000,000.00

For twenty-six years, in all kinds of financial weather, we have successfully catered to the monetary wants of the people of La Grande and the Grande Ronde Valley.

We respectfully solicit your business.

La Grande National Bank

La Grande, Oregon