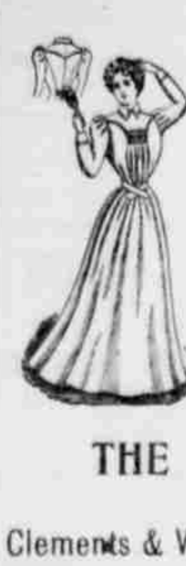
Did You Ever



Buy a Wrapper for 69 Cents?

The Magnet Cash Store can quote you prices on Ladies' Wrappers ranging from 69c up to $1.50. A new lot just received. Don't fail to see them.

With every dollar purchase you get a chance for a gold watch.

THE MAGNET CASH STORE

Clements & Wilson. Court and Cottonwood

East Oregonian.

FRIDAY, MAY 18, 1900.

DAILY, WEEKLY AND SEMI-WEEKLY

—BY THE—

East Oregonian Publishing Company,

—AT—

PENDLETON, . . . OREGON.

DAILY SUBSCRIPTION RATES:

One copy per year, by mail	[illegible]
One copy six months, by mail	[illegible]
One copy per week, by carrier	[illegible]
Trial subscription	[illegible]
Single numbers	[illegible]

SEMI-WEEKLY SUBSCRIPTION RATES:

One copy, one year	[illegible]
One copy six months	[illegible]
Trial subscription	[illegible]
Single numbers	[illegible]

WEEKLY SUBSCRIPTION RATES:

One copy one year	[illegible]
One copy six months	[illegible]
Trial subscription	[illegible]
Single copy	[illegible]

ADVERTISING RATES:
(Display Advertisements.)

One inch, or less, in Semi-Weekly per month	[illegible]
One inch, or less, in Daily per month	[illegible]
Two inches, or less, in Daily and Weekly per month	[illegible]
Over three inches, Semi-Weekly, per inch per month	[illegible]
Over three inches, Daily, per inch per month	[illegible]
Over three inches, in Daily and Weekly, per inch per month	[illegible]
One inch, or less, in Weekly per month	[illegible]
Over three inches, in Weekly, per inch per month	[illegible]
Over three inches, in Tuesday's issue of Semi-Weekly, per inch per month	[illegible]

Solid nonpareil advertisements in Semi-Weekly, Weekly or Daily, first insertion, per inch, [illegible]; each subsequent insertion, etc.

Local notices, ten cents per line, each insertion.

NO NICARAGUA CANAL.

The senate committee on inter-oceanic canals made a favorable report on the Nicaragua canal bill, but the announcement is now made that the steering committee has determined to favor no action on the bill at the present session, so the Nicaragua project will have to be delayed.

It will be remembered that the republican leaders and press, several months ago, were free with their promises regarding this measure and assured the people that the party in power would pass a law authorizing construction of the canal as soon as congress assembled. The fact is, this was all done to throw the people off their guard and thus allay all suspicion of the hold the transcontinental railroads have upon the republican majority in congress.

So long as the people do not show greater interest in the canal the republicans will do nothing practical in connection with it. The railroad interest is to be served rather than that of the people, notwithstanding promises made and to be made in conventions and platforms and on the stump.

Neither of Oregon's congressmen are really in favor of the construction of the Nicaragua canal, because, those to whom they are under obligations and to whom they have to answer from a political standpoint are pledged to hinder and delay the passing of all canal legislation through congress. Senators Simon and McBride profess to favor the canal, but what have they done to forward it? Absolutely nothing!

The McKinley administration is opposed to the Nicaragua canal and has done everything possible to prevent favorable action by congress on the bill without arousing the opposition of the people, for reasons best known to those "near the throne" and the railroads, whose interests might be affected by the construction of this great waterway.

THE DANGER SIGNAL HUNG UP.

The McKinley administration has made a sorry mess out of the Philippine problem. The further it goes in carrying out its imperialistic policies the deeper it gets into trouble, and the greater the burden becomes upon the broad back of the country.

It is now declared that army officers are becoming discouraged over the outlook and concerned over the danger believed to be involved in the policy adopted by the war department authorities in not appealing to congress to provide for a permanent increase in the enlisted strength at the present session. The necessity of a continuance of all the present available force in the Philippines for at least another year, is now regarded as indisputable, yet under existing law it is imperative that a beginning must be made not later than November in the repatriation of troops serving there.

In the Philippines there are 31,000 regulars and 33,000 volunteers. By July 1 of next year all these volunteers must have been discharged from the service and the entire regular army on duty in the United States and the islands must be reduced to 27,000. Allowing 6000 regulars for duty in the United States, Porto Rico, Alaska and Hawaii, at least 43,000 men, must be brought home from the Philippines before the end of the next fiscal year. With the present ocean transport facilities, neglecting chartered tramp steamers which are hardly fit to carry mules and forage, it will take at least six months to return and discharge the number of men essential to reduce the army to its authorized strength.

It is declared to be out of the question to attempt any reduction of the force in the Philippines just now, when, as a matter of fact, many operations have been ineffective for lack of force, and it is feared that when reductions begin in November the departure of troops will have a disastrous effect by giving encouragement to Tagal leaders.

The effect of all this bad management will be most likely felt by the wheat farmers. The government, having to return so many men to the United States, within so short a time, will probably create such a demand for transports as will increase the price of charters beyond all reason, thus affecting the price of wheat, the cereal falling in value just in proportion that charter values rise, by reason of the increased demand for ships on the part of the government. Wheat at present is selling in the coast markets for from five to ten cents a bushel less than it otherwise would sell for, if charter values were normal, and the exigencies of war and imperialism are responsible for it.

THE ACT OF A GOOD CITIZEN.

Dr. C. J. Smith's prize-giving, in connection with the study of current events by the higher grades of the public schools, was an act of intelligent generosity, which will give an impetus to that branch of instruction. The department in question is an innovation. Few teachers have attempted it, and few of those who have attempted to teach current events in public schools have made a success.

In most instances, they have apparently found it difficult to avoid exhibiting a spirit of bias and prejudice, thus destroying the value of such instruction. In other instances; the quality of thoroughness and exactness in instruction in current events has been lacking. Fortunately for the Pendleton school, a principal and assistant, E. B. Conklin and Roy Conklin, have been in control of the schools, and they have attained an almost ideal standard of success in conducting the study of current happenings, being fair and impartial, and permitting not the slightest tinge of partisanship to touch the instruction given. Dr. Smith's giving of the prizes, which he generously says he expects to do next year as well, has therefore afforded an appropriate ending for the first year's work in this new branch of study. His interest in the schools evinced in this manner might well be shown by others.

The closing of the year's work has brought universal commendation to the principal and assistant, whose retention for the ensuing year would be wisdom on the part of the branch of directors. The schools are now in better condition than they have been heretofore, since their establishment.

A TWENTIETH CENTURY TRAIN.

Nineteenth century civilization culminates in the perfecting press, the telegraph, the ocean steamer and the limited-express train. The progress of a region or a people is measured by its facilities for the diffusion of intelligence, and its methods of transportation. Judged by this standard, no part of the United States, or of the world, has advanced more rapidly than the great American West.

Within the memory of men still young, the "pony express" was the speediest means of communication between this more-than-imperial region and the outer world—for there was an "outer world" then—and the lumbering stage-coach, the ox-wagon or the mule train was the only mode of travel or transportation. Twenty years ago there was but one railroad line—the Union Pacific—across the continent form east to west, between Alaska and Darien. Even 12 or 15 years ago, although more roads had pushed their way through the wide and savage wilderness, they were rough and shaky, tracks were zig-zaggy as old Virginia rail fences, or blacksnake trails in the dog-days' dust, and their passenger coaches were little, if any, better than the high-grade cattle cars of now.

* * *

Today, the whole vast half-hemisphere, from the Mississippi to the Pacific, is girdled with electric wires, and gridironed with railways that in all the essentials of speed, safety, and comfort, amounting to luxuriousness, are unsurpassed anywhere in the Old World or the New. In all the refinements of travel, the west is fast overhauling the boastfully fastidious East. The famous "limited" trains of the Pennsylvania and New York Central companies have long ranked as models of sumptuous excellence in railway equipment and service. They are eastern ideals of luxury-on-wheels. But they must now look to their laurels. They have a regal rival in the new double daily flyer between Portland and Chicago, via Huntington, Granger and Omaha. It is incomparably the finest transcontinental train in the history of American railroading, and, considering all the circumstances and conditions—the vast distances, and the wild and rugged character of a large part of the country to be traversed—it may safely challenge comparison with the best trains that fly between the great cities of the Atlantic coast.

It has been christened "The Chicago-Portland Special," but its sponsors ought to trump the whole pack of down-easty train-titles—"The Royal Blue," "The Empire-State Express," "The Fast-Flying Virginian," "The Cannon-Ball," and all the rest—with some such nomenclatural sweepstakes as "The Royal Chinook," or "The Imperial Columbian." Her Royal and Imperial Majesty of Great Britain and India never journeyed on a train more befitting her titular dignities.

* * *

The Oregon Railroad & Navigation Company and its connections combine to form and operate this magnificent annihilator of time and space, and they have spared no pains or expense to enhance the comfort of the transhemispheric journey, while they diminish its duration to the least possible minimum of time. Nothing that taste could suggest, ingenuity devise, skill construct, or lavish money pay for, has been left undone to render the flight across 2314 miles of mountain and plain a pleasure to the most delicate and fastidious traveler.

The whole train is uniform in color and style. Every car is finished externally in dark olive-green and gold, and on every one is emblazoned in golden characters "Chicago-Portland Special." Next to the mighty 120-ton locomotive come the mail, express and baggage cars. Then follow, in the order named, the composite or buffet car, the Pullman and tourist sleepers, dining-car, two reclining-chair cars and a day-coach or smoker. All have been designed and built expressly for this model train, and all are models of their kind. The buffet-car is a clear case of multum-in-parvo or e-pluribus-unum on wheels, containing a library, elegantly furnished reading-room, writing-desks, card-tables, cafe and bar, barbershop and bathroom, with trained attendants always at command. The Pullman sleeping-car is a veritable palace of dreams, on which cunning artificers in brass and glass, and precious woods and tapestries, have exhausted their genius and skill. It is equipped with every modern appliance of safety and luxurious ease that can be condensed in a miniature palace, 75 feet long, by 20 wide, and 15 high.

The ordinary or tourist sleeper is extraordinary, considering the prices charged for its accommodations. It is in every respect equal to the best Pullman car of a few years ago and a 300-mile sleep in one of its snow-linened and daintily comfortable beds costs no more than a night's lodging in any average provincial tavern. The dining car is a flying banquet-hall, equipped with every modern improvement and convenience to be found in a first-class metropolitan restaurant, and serving an epicurean menu a la carte as cheaply as though 50 or 75 miles of glorious scenery were not thrown in with every meal, as an esthetic aid to appetite and digestion. The chair-cars are handsomely finished and furnished, and offer many advantages free to those who, from any cause, decline to avail themselves of the sleepers. They are carpeted, brilliantly lighted, abundantly supplied with clean towels, and other toilet accessories, and each car is in charge of a trained and uniformed porter. One or two firstclass day-coaches in the rear of the chair-cars complete this paragon of cross-continent trains.

* * *

The heaviest and most powerfully built cars, like the sleepers and buffet-car, are always placed in front, and those of a lighter construction in the rear, as a precaution in case of accidents—where serious accidents have never yet occurred. Second-class passengers are carried at second-class rates, but there is not a second-class car in the train. From engine to hindmost day-coach, everything is first-class of its kind, and its kind is unsurpassed. It is a solidly vestibuled train of flying palaces, where every man is a sovereign, and every woman is a queen, who holds either a first or second-class ticket. The trip from Portland to Chicago is a 2314-mile-long panorama of all that is sublimest and most enchanting in Nature's glorious handiwork, and the time is little short of greased lightning. The whole wondrous journey of 2314 miles from the golden slopes of the Pacific to the windswept shores of the Great Lakes, is accomplished in 72 hours and 15 minutes—a reduction of 11 hours and 15 minutes from the fastest time ever made heretofore—and of this the actual running time is but a trifle over 69 hours, showing an average speed across the hemisphere of 33½ miles an hour! The train leaving Portland at 9:15 Monday morning reaches Denver at 8:40 Wednesday morning, and Chicago at 9:30 Thursday morning. And the flyer leaving Portland at 6:00 Monday evening, via Spokane, arrives in St. Paul, over the Great Northern railway, at 2:30 Thursday afternoon, and in Chicago at 7:30 Friday morning. The Atlantic express, via Huntington and Omaha or Kansas City, leaves Portland at 9 p. m. and whirls into Chicago in about the same time as the shortest schedule ever attained before.

One-tenth of the tour around the globe in three short, delightful days! No grander trip is possible on earth, in so short a time, surrounded by so many circumstances of comfort merging into luxury, and at so little cost.

A Perfect Balance

Of mind and body was the Roman idea of perfect health. They defined this balance as "a sound mind in a sound body." A weak or sickly body tends to drag down the mind to its own level. Keep the body in health and the mind will take care of itself. The health of the body depends mainly on two things: A sound stomach and pure blood. Dr. Pierce's Golden Medical Discovery preserves the balance of health, because it makes the stomach strong and the blood pure. People who had not had a well day in years, nervous of body, depressed of mind, have been perfectly cured by the use of "Golden Medical Discovery."

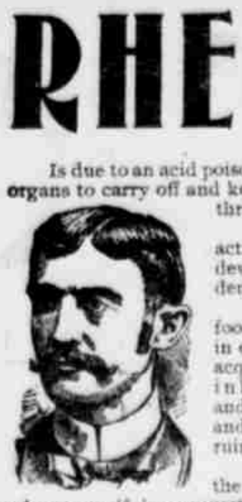
"During the summer and fall of 1896 I became all run down," writes Charles H. Sergeant, Esq., of Plain City, Madison Co., Ohio. "nerves were out of order and stomach was out of order. I wrote to Doctor Pierce for advice. He said I had general debility, and advised Dr. Pierce's Golden Medical Discovery. I used six bottles, and since I stopped taking it, about one year ago, I have not taken any medicine of any kind, and *have been able to work every day*. My appetite is good. I do not feel that burning in the stomach after eating, and my blood and nerves are in good shape."

Dr. Pierce's Medical Adviser, paper covers, is sent *free* on receipt of 21 one-cent stamps to pay expense of mailing *only*. Address Dr. Pierce, Buffalo, N.Y.

Daily East Oregonian, 15c. a week.

RHEUMATISM

Distorts Muscles, Shatters Nerves, Stiffens Joints.



Is due to an acid poison which gains access to the blood through failure of the proper organs to carry off and keep the system clear of all morbid, effete matter. This poison through the general circulation is deposited in the joints, muscles and nerves, causing the most intense pain.

Rheumatism may attack with such suddenness and severity as to make within a few days a healthy, active person helpless and bed-ridden, with distorted limbs and shattered nerves; or it may be slow in developing, with slight wandering pains, just severe enough to make one feel uncomfortable; the tendency in such cases is to grow worse, and finally become chronic.

Like other blood diseases, Rheumatism is often inherited, and exposure to damp or cold, want of proper food, insufficient clothing, or anything calculated to impair the health, will frequently cause it to develop in early life, but more often not until middle age or later. In whatever form, whether acute or chronic, acquired or inherited, ***Rheumatism is Strictly a Blood Disease,*** and no liniment or other external treatment can reach the trouble. Neither do the preparations of potash and mercury, and the various mineral salts, which the doctors always prescribe, cure Rheumatism, but ruin the digestion and break down the constitution.

A remedy which builds up the general health and at the same time rids the system of the poison is the only safe and certain cure for Rheumatism. S. S. S., made of roots, herbs and barks of wonderful solvent, purifying properties, attacks the disease in the right way, and in the right place—the blood—and quickly neutralizes the acid and dissolves all poisonous deposits, stimulates and reinforces the overworked, worn-out organs, and clears the system of all unhealthy accumulations. S. S. S. cures permanently and thoroughly, and keeps the blood in a pure, healthy state.

Mr. J. O. Malley, 123 W. 14th Street, Indianapolis, Ind., for eighteen months was so terribly afflicted with Rheumatism he was unable to feed or dress himself. Doctors said his case was hopeless. He had tried fifty-two prescriptions that friends had given him, without the slightest relief. A few bottles of S. S. S. cured him permanently, and he has never had a rheumatic pain since. This was five years ago.

We will send free our special book on Rheumatism, which should be in the hands of every sufferer from this torturing disease. Our physicians have made blood and skin diseases a life study, and will give you any information or advice wanted, so write them fully and freely about your case. We make no charge whatever for this service. Address, SWIFT SPECIFIC CO., Atlanta, Ga.

SSS

TO THE WISE

farmer, or those who intend planting their gardens or doing spring work of any kind in this line, you will find everything in garden tools and seed, barb wire, staples, nails, heavy and shelf hardware of the very best quality and at the lowest prices at

W. D. Hansford & Co.'s

Pendleton, Oregon.

Oregon Lumber Yard

...SELLS...

Lumber,
Lath,
Shingles,
Building Paper,
Tar Paper,
Mouldings,
Pickets,
Lime and Cement,
Brick and Sand,
Sash and Doors,
Screen Doors & Windows,
Terra Cotta Pipe.

Borie & Light, Prop's

Alta St., opp. Court House.

ICE

BRICK
SAND
WOOD
COAL

Also Wholesale Agent for

SCHLITZ
MILWAUKEE
BEER

in bottles, barrels, or cases.

Call up Telephone No. 5

H. KOPITTKE.

Telephone Livery Stable

Under New Management.

Fashionable Rigs at Low Rates. The Best Turnouts in the City. Special attention given to boarding horses.

S. F. Hays, Prop.

Opposite Court House. Telephone No. 38

A Complete Line

Furniture, Iron Beds, Carpets, Baby Carriages and Picture Moulding, Lamps, Crockery, and a full line of Undertakers' Goods.

W. S. NELSON,

Main Street. Opposite East Oregonian

DISSOLUTION NOTICE.

Notice is hereby given that the copartnership heretofore existing between C. F. Colesworthy and N. A. Haberly, under the firm name of C. F. Colesworthy & Co., has been dissolved by mutual consent, N. A. Haberly retiring. C. F. Colesworthy will continue the business at the corner of Alta and Cottonwood streets. All persons indebted to the said firm are requested to make prompt settlement.

C. F. COLESWORTHY.
N. A. HABERLY.

Dated Pendleton, Oregon, April 19, 1900.

..Hammocks..

Largest line to pick from in the city, at prices to suit all pocket-books, from 75 cents up. I also have a large stock of Garden Hose, from 10 to 25 cents per foot. Try the "Veto" Barb Wire and save one-third the cost. . . . .

Taylor, the Hardware Man

721 Main Street

THE Crescent

THE MOST POPULAR WHEEL.

Men's Wheels	- -	$25 and $35
Ladies Wheels	- -	$26 and $35
Boys' or Girls'	- - - - -	$25
Chainless	- - - - - - -	$60

Another consignment of the $25 and $26 Wheels just received.

CRESCENT AGENCY East Oregonian Building

Jones' Chain Drive Mowers

BAIN WAGONS.
COLUMBUS BUGGIES.
RACINE HACKS.

Full line of Hardwoods, Belting, Oils and all kinds of Machine Extras. Sole agent for the little 8-horse power COLUMBIA THRESHER.

MY PRICES ARE RIGHT.

E. L. SMITH. Cor. Court and Thompson Streets.

Old Dutch Henry's Feed Yard

KIT HAYS & CO., Proprietors.

All kinds of Hay and Grain for sale. Rolled and Steamed Barley, guaranteed the best on the market. Plenty of stall room. Good barn. Big corrals for loose stock. Rates reasonable. Give us a call.

You Can Get—

The Celebrated Pilsner beer

in bottles, delivered to any part of city, at

$1.50 per Dozen.

Bottled by Geo. J. Pottner

New Goods...

And Cheaper Than Ever..

Portieres, Carpets, Lace Curtains Wall Paper.

Headquarters for White, Standard and Eldredge Sewing Machines

JESSE FAILING

Main St., near Bridge.

FOR

Insurance

Fire, Life, Accident, Plate Glass, etc.

Loans

on City and County Property,

Real Estate

Improved and Unimproved City Lots, Stock Ranches and Wheat Farms

SEE

J. R. DICKSON,

East Oregonian Building.

Democratic Ticket.

PRESIDENTIAL ELECTORS.

Walter M. Pierce....of Pendleton
Dell Stuart....of Portland
Ernest Kroner....of Portland
John Whittaker....of Benton

CONGRESSMAN, SECOND DISTRICT.

State Senator Wm. C. Smith....of Baker City

JOINT LEGISLATIVE REPRESENTATIVE.
(Umatilla and Morrow Counties.)

J. A. Woolery....of Ione

SUPREME JUDGE.

Thos. G. Greene....of Portland

FOOD AND DAIRY COMMISSIONER.

W. Schulmerich....of Washington County

SIXTH JUDICIAL DISTRICT TICKET.

CIRCUIT JUDGE.

A. D. Stillman....of Pendleton

DISTRICT ATTORNEY.

T. G. Hailey....of Pendleton

COUNTY TICKET.

REPRESENTATIVES.

W. J. Chastain....of Milton
R. M. O'Brien....of Pendleton

COUNTY JUDGE.

George A. Hartman....of Pendleton

COUNTY COMMISSIONER.

Thomas P. Page....of Athena

SHERIFF.

W. M. Blakley....of Pendleton

CLERK.

W. D. Chamberlain....of Athena

TREASURER.

George D. Peebler....of Union

RECORDER OF CONVEYANCES.

James W. Maloney....of Athena

ASSESSOR.

B. B. Hall....of Weston

SCHOOL SUPERINTENDENT.

M. L. Watts....of Athena

SURVEYOR.

Charles C. Berkeley....of Pendleton

CORONER.

Dr. W. R. Campbell....of Union

JUSTICE AND CONSTABLE.
(Pendleton District.)

Geo. P. Rosenberg....of Pendleton
John M. Bentley....of Pendleton

Republican Ticket.

PRESIDENTIAL ELECTORS.

W. J. Furnish....of Pendleton
Tilman Ford....of Salem
O. F. Paxton....of Portland
J. C. Fullerton....of Albany

FOR SUPREME JUDGE.

Charles E. Wolverton....of Albany

CONGRESSMAN, SECOND DISTRICT.

Malcolm A. Moody....of The Dalles

FOOD AND DAIRY COMMISSIONER.

J. W. Bailey....of Portland

JOINT LEGISLATIVE REPRESENTATIVE.
(Umatilla and Morrow Counties.)

Asa B. Thompson....of Heppner

SIXTH JUDICIAL DISTRICT TICKET.

CIRCUIT JUDGE.

W. R. Ellis....of Heppner

DISTRICT ATTORNEY.

James A. Fee....of Pendleton

COUNTY TICKET.

REPRESENTATIVES.

T. J. Kirk....of Athena
L. B. Reeder....of Pendleton

COUNTY JUDGE.

J. E. Bean....of Pendleton

CLERK.

Lot Livermore....of Pendleton

SHERIFF.

G. W. Peringer....of Pendleton

RECORDER OF CONVEYANCES.

Will Ingram....of Pendleton

TREASURER.

S. K. Yates....of Milton

ASSESSOR.

George Buzan....of Helix

SCHOOL SUPERINTENDENT.

J. F. Nowlin....of Pendleton

SURVEYOR.

C. E. Macomber....of Ukiah

CORONER.

Dr. W. G. Cole....of Pendleton

COMMISSIONER.

Horace Walker....of Helix

JUSTICE AND CONSTABLE.
(Pendleton District.)

Thos. Fitzgerald....of Pendleton
Charles Reyburn....of Pendleton

Prohibition Ticket.

PRESIDENTIAL ELECTORS.

N. A. Davis....of Milton
C. F. Mills....of McMinnville
N. F. Jenkins....of Grant's Pass
F. R. Spaulding....of Hood River

SUPREME JUDGE.

J. C. Bright....of Wasco

CONGRESSMAN, SECOND DISTRICT.

Leslie Butler....of Hood River

FOOD AND DAIRY COMMISSIONER.

P. L. Kennedy....of Hood River

UMATILLA COUNTY TICKET.

JOINT REPRESENTATIVE.

A. M. Elam....of Milton

REPRESENTATIVES.

E. R. Stone....of Athena
Ira W. Berry....of Milton

COUNTY JUDGE.

H. L. Frazier....of Milton

CLERK.

W. H. Pruet....of Weston

SHERIFF.

J. H. Leezer....of Echo

RECORDER OF CONVEYANCES.

Frank Richmond....of Helix

TREASURER.

William Talbert....of Milton

ASSESSOR.

R. E. Stewart....of Athena

COMMISSIONER.

A. K. Finley....of Helix

CORONER.

D. K. Charles....of Athena

ATTORNEYS.

CARTER & RALEY, ATTORNEYS AT Law. Office in Savings Bank Building.

PHYSICIANS.

DR. J. L. MILLER, JOHNSON ST., Between Court and Alta. Special attention to the treatment of eye, ear, nose, throat, and skin diseases.

DR. W. G. COLE. OFFICE IN PENDLEton Savings Bank building. Office hours, to 12 a. m.; 1 to 5 p. m. Telephone 7.

F. W. VINCENT, M. D. OFFICE REAR of First National Bank. Office hours [illegible] a. m.; 1 to 5 p. m.

DR. C. J. SMITH. OFFICE OVER PENdleton Savings Bank. Telephone 3, residence telephone 3.

H. S. GARFIELD, M. D., HOMEOPATHic Physician and Surgeon. Office in Judd Building.

DENTISTS.

E. A. VAUGHAN, DENTIST. OFFICE in Judd Building.

A. L. BEATIE, D. D. S. OFFICE OVER Savings Bank. Gas administered.

E. A. MANN, DENTIST, IN ASSOCIAtion Block, over F. B. Clopton's office.

ARCHITECTS AND BUILDERS.

T. F. HOWARD, ARCHITECT AND SUperintendent, makes complete and reliable plans for buildings in the city or country. Room 17, Judd building.

BANKS AND BROKERS.

THE PENDLETON SAVINGS BANK, Pendleton, Oregon. Organized March 1, 18[illegible]; capital, $100,000. Interest allowed on time deposits. Exchange bought and sold on all principal points. Special attention given to collections. W. J. Furnish, president; J. N. Teal, vice-president; T. J. Morris, cashier.

FIRST NATIONAL BANK OF ATHENA, Oregon. Capital, $50,000; surplus, $7,500. Interest on time deposits. Deals in foreign and domestic exchange. Collections promptly attended to. Henry C. Adams, president; Hugh McArthur, vice-president; E. L. Barnett, cashier; L. W. Barnett, assistant cashier.

FIRST NATIONAL BANK OF PENDLEton. Capital, $70,000; surplus, $175,000. Transacts a general banking business. Exchange and telegraphic transfers sold on Chicago, San Francisco, New York and principal points in the Northwest. Drafts Drawn on China, Japan and Europe. Makes collections on reasonable terms. Levi Ankeny, president; M. Barsh, vice-president; C. H. Wade, cashier; H. C. Guernsey, assistant cashier.