...UNDERWEAR...

Now that cold weather is approaching, the necessity of buying heavier underwear will soon begin to assert itself. Naturally you will want to go where you can get the best grade for the least money; and everybody knows that The Magnet is the place. An assortment unexcelled and prices cut to the bottom; sales quick and profits small.

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Clements & Wilson. Court and Cottonwood

East Oregonian

FRIDAY, OCTOBER 5, 1900.

NATIONAL DEMOCRATIC TICKET

FOR PRESIDENT,

William J. Bryan.

OF NEBRASKA.

FOR VICE PRESIDENT,

Adlai E. Stevenson.

OF ILLINOIS.

FOR PRESIDENTIAL ELECTORS,

W. M. PIERCE, of Umatilla.
BELL STUART, of Multnomah.
J. WHITAKER, of Benton.
E. KRONER, of Multnomah.

FRUIT EXHIBIT WAS PROFITABLE.

In the local columns today is an interesting statement anent the opening of prospects for marketing Umatilla county apples in the Orient. The announcement comes as a direct result of gathering the fine display of fruits here and the coincident presence of a number of Portland wholesalers and commission men. Western Oregon people visiting the street fair were surprised at the remarkable apples displayed, which were vastly superior to those grown in the valley counties. Freedom from blemishes as well as the unusual size and flavors, said the Portland fruit handlers, send Umatilla county apples to the front in comparison with those from any other region. It behooves the orchardists of Pendleton, Milton, Freewater and McKay creek to continue the vigilance that checked the ravages of pests, and cleansed the orchards of destructive animalculae.

Not only are prospects of Oriental markets held out, but local consumption in western Oregon will be stimulated. If orchardists here will learn what varities of apples are most in demand in Portland, and cultivate those varieties, they will enhance the value of their products, and realize substantial benefits.

Herein lies the value of street fairs and fruit fairs and expositions. The increased value of the apple crop alone, if the orchardists take advantage of the opportunity now offered, will compensate for the expense of gathering and arranging the exhibits of fruit at the fair in Pendleton. The East End could have afforded to handle that feature at their own instance, with excellent return on the investment.

RUSSELL SAGE'S PHILANTHROPY.

Russell Sage astounds the world by uttering this sentiment: "My chief delight is in turning over my wealth in a way that will help others." This pronunciamento will recall how the miser millionaire pushed a clerk to the front some years ago when a crank hurled a dynamite bomb into Sage's office; how the miser millionaire wears a $12 suit of clothing, when it is commonly supposed he could afford one costing $15; how he "jews down" newsboys and street-car conductors; and that he eats a ten-cent luncheon at noon, instead of patronizing the lunch rooms and restaurants where business men of ordinary means commonly assemble. Russell Sage's manner of "turning over his wealth in a way to help others" is past finding out; it is inscrutable; only the eye of Omniscience could fathom the depths of his philanthropy; only the mind of the Almighty could analyze the system of benevolence under which Russell Sage operates to the betterment of his fellows.

However, it may be that he is misjudged. Wealth is dangerous. The scripture says: "How hard is it for a rich man to enter the kingdom of heaven!" And this position of holding great wealth Russell Sage occupies, making him a vicarious sacrifice to the weal of his fellow mortals. He thus saves many others from the condemnation the Bible hints awaits the most of those who possess wealth. And herein lies the explanation of Russell Sage's misunderstood love for others. He saves them from the peril of having wealth.

FOOLISH POLITICS.

When Governor Roosevelt was jostled and insulted in Colorado, some foolish republican politicians alleged it was countenanced by democrats in official position. When W. J. Bryan's special car at Duluth was stripped of its decorations, some more foolish politicians alleged it was done at the instance of republicans in official position. Both claims are absurd. Expert politicians understand the reactionary effect wrought on the fair minded American people by these acts, and do not indulge in such insane tactics. In 1896, when Yale students insulted Mr. Bryan, no one charged it against the republican leaders. Every sensible person knew it as a ebullition of temporary ill humor, due primarily to poor breeding. And so with any similar case. The responsibility rests solely with the locality in which the insults are offered.

IT WAS JOHN FRANCIS

"Tickets, tickets!"

The passengers dug down in their respective hiding places for the bits of pasteboard necessary for a ride. A drummer, who was telling an old story to a new man, pulled his mileage book out of the first pocket he put his hand into. The old man across the aisle had less experience and more trouble. Rummaging around in all the pockets of his coat, vest and trousers, without catching a glimpse of his ticket, he turned frantically to his overcoat, ransacked that garment in vain, plunged into his valise, scattered its contents, and finally sank back in his seat, hopeless, dejected, exhausted. Then the conductor came along and picked the old man's ticket out of his hat band, where it had first been placed so it could not be forogtten.

* * *

The incident had been observed and enjoyed by two other passengers. The conversation turned toward railroad tickets, and one of the pair remarked: "It seems strange any one should have difficulty in locating his ticket; surely the Burlington prints enough of them."

"Yes, I suppose it does print several thousand."

"Several thousand! You want to guess again! I have been doing a little figuring, and I find that the tickets the Burlington issued last year, if placed end to end, would reach from St. Paul to Chicago, a distance of 450 miles. After carpeting the route of its electric-lighted limited between these cities, there would be five miles of tickets left over to cover the side tracks."

"That's a pretty long strip of paper."

"I know it, but I think my calculations are correct. I have some figures in my note book, and, if you like, we'll look them over together. These figures show the number of tickets issued by the Burlington from the Omaha general offices during the last year. First, let us look at the mileage books. I find there were 11,500 of these books put out. Some of them, those containing 3000 miles, measure just twenty-six feet when pulled out. But the 1000 mile books, more commonly seen, are nine feet long. These strips of mileage are printed off one piece of paper nowadays, and the counterseiter has not as easy a task as when several strips of paper were pasted together to make up one book. If we place these 11,500 strips of mileage end to end they will extend down the track for twenty miles.

"Perhaps it would be more fun to pile the mileage books one on top of another, as we used to do with blocks. If the mileage books would remain on top of each other we should have a stack higher than any church steeple you ever saw—287½ feet. Suppose you undertake to use up these mileage books. Some of them contain 1000 miles; others 2000 miles, and a few, 3000 miles. In the lot there is transportation for 10,550,000 miles. If you ride 50 miles a day for sixty years you'll just about use all your books. Or suppose you want to study all the Burlington lines. There are 8036 miles of railroad in the Burlington system, and you could make 1318 trips over it all before your mileage gave out.

* * *

"But mileage tickets are not the only ones in the ticket case. There are others. The tickets most commonly used by Burlington station agents for travel between points on that line are known as book tickets. One hundred of them are bound together in the form of a book, and on issuing the ticket the agent writes in the name of the starting point and of the destination. Of these the Burlington's ticket man at Omaha need 453,000 last year. Allowing 200 for one inch in height, we should have a monument of tickets towering 189 feet in the air.

"Wherever the ticket sales from one station to another are very numerous, and the demand regular, card tickets take the place of book tickets. Of the former just about 1,000,000 were used last year. A stack of 250 card tickets measures eight inches in height. By a little calculation we find the year's supply would pile up over a half mile—quite a piece of statuary.

"Of course, the tickets in this pasteboard monument would not include the thousands of card tickets printed for special excursions. If on top of the millioneth card ticket were placed the excursion tickets issued during one year for county and state fairs, expositions, conventions, picnics and similar occasions, our card tower would be nearer a mile high, and the Washington monument would seem like a boy's size tombstone in comparison.

"But the Burlington sells many tickets to points off its own lines. These through tickets are made by pasting together as many strips as are called for by the different lines over which the passenger will travel. I have seen the Burlington ticket man paste up one of these coupon tickets till it reached a length of five feet. The purchaser of this ticket, as you may guess, was going to do considerable traveling, over a number of lines, and make numerous stop-overs. Sixty inches of paper is quite a strip for one ticket, isn't it? I'm glad every ticket isn't that size, else our pocket-books would resemble dress-suit cases.

"About 100,000 coupon tickets were issued last year. If they all had been as long as my friend's ticket, five feet, they would have stretched out over 95 miles, or more than covered the distance between New York and Philadelphia.

"In addition to the tickets issued from Omaha are those sent out by the Chicago, and by the St. Louis general offices. In order to find out how many miles of tickets were issued by the entire Burlington route last year, let us multiply the Omaha issue by three. From the latter office we find twenty and one-half miles of mileage tickets, seventy-one and one-half miles of book tickets, seventeen and one-half miles of coupon tickets and thirty-five and one half miles of card tickets, in all 145 miles of paper and cardboard good for traveling. Three times this amount gives us 435 miles of tickets, or somewhere near what is used by the entire Burlington route.

"The Burlington is rebuilding its headquarters in Omaha, and the improvements will include larger quarters for the ticket department. I think you can readily see that a good deal of space is required for the stock of tickets."

The train slowed down, and the gentleman who had given his companion so much information closed his note-book and bade him a courteous good-bye.

A little later the line traveler, meditating upon the immensity of one small department of the Burlington system, said: "Say, conductor who was that man?"

"That? Oh! That was John Francis, general passenger agent of the Burlington."

Of 1513 Orange Street, Los Angeles, Cal., writes: "I had been afflicted with my eyes for over a year with such a dreadful itching and inflammation that I could not use them for anything. Physicians had given me many different remedies which were like using so much water; they measured my eyes for glasses, which I got and wore for some time, but they did not benefit me in the least. My mother desired me to write to Dr. R. V. Pierce and explain the condition of my eyes. I did so, and after following your advice, and using eight bottles of the 'Favorite Prescription' and eight of the 'Golden Medical Discovery,' can say my trouble is entirely cured. I would advise any one so afflicted to try these wonderful medicines. My health was never so good as it is now, and I shall never tire of praising Dr. Pierce's medicines."

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Spokane Flyer. No. 3 8:15 a. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East, via Great Northern.	Spokane Flyer. No. 4 6:00 p. m.
Fast Mail. 8:15 a. m. 10:45 p. m.	Portland and San Francisco.	Fast Mail. 6:00 a. m. 3:00 p. m.
8:00 p. m.	Ocean Steamships From Portland. For San Francisco. Every five days.	4:00 p. m.
4:00 a. m. Ex Sunday Saturday 10 a. m.	Columbia River Steamers. To Astoria and Way Landings.	4:30 p. m. Ex Sunday
Lv Riparia Daily 7:30 a. m.	Snake River. Riparia to Lewiston.	Ar Riparia Daily 4:00 p. m.

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