..A GREAT SALE..

Of ribbon remnants at The Magnet Cash Store. Now is the time to buy your ribbons for X-mas and The Magnet is the place. Some marvelous bargains there. Ribbons of all shades, lengths and widths for little money. Come early and get your choice.

THE MAGNET CASH STORE

Clements & Wilson. Court and Cottonwood

East Oregonian.

SATURDAY, JANUARY 12, 1901.

DAILY, WEEKLY AND SEMI-WEEKLY
—BY THE—
East Oregonian Publishing Company,
—AT—
PENDLETON, OREGON.

DAILY SUBSCRIPTION RATES:

One copy per year, by mail	$6 00
One copy six months, by mail	3 00
One copy per week, by carrier	15
Trial subscription	50
Single numbers	05

SEMI-WEEKLY SUBSCRIPTION RATES:

One copy one year	$4 00
One copy six months	2 00
Trial subscription	50
Single numbers	05

WEEKLY SUBSCRIPTION RATES:

One copy one year	$1 50
One copy six months	75
Trial subscription	25
Single copy	05

ADVERTISING RATES:
(Display Advertisements.)

One inch, or less, in Semi-Weekly per month	$2 00
One inch, or less, in daily per month	1 00
Two inches, or less, in Daily and Weekly per month	1 50
Over three inches, Semi-Weekly, per inch per month	1 00
Over three inches, Daily, per inch per month	1 00
Over three inches, in Daily and Weekly, per inch per month	75
One inch, or less, in Weekly per month	1 00
Over three inches, in Weekly, per inch per month	1 00
Over three inches, in Tuesday's issue of Semi-Weekly, per inch per month	75

Solid nonpareil advertisements in Semi-Weekly, Weekly or Daily, first insertion, per inch, $1.00; each subsequent insertion, 50c.

Local notices, ten cents per line, each insertion.

PORTLAND IS HALF-ASLEEP.

The Oregon Railroad & Navigation company is keeping up its good work, and now proposes to establish a line of steamers between Portland and Hawaii, if the business interests of Portland will take up the project and establish a sugar refinery in that city. Portland should not neglect its opportunities, for it is apparent that Seattle is rapidly becoming as "big a town as Portland," while out-classing her in enterprise and goaheadtiveness.

Portland is badly handicapped in one particular, and that is in having a daily press with only one side and one voice, and that one pitched in such a key that it creates no enthusiasm and attracts little new blood into Portland's commercial arteries. If Portland were possessed of rival papers, there would be more interest in her projects and more result to publicity of her ventures and undertakings.

Portland needs first of all, another good, strong, daily paper, that would work to awaken her from her lethergy and cause her to realize her opportunities, which are rapidly slipping away from her. This daily paper and the Oregonian would make a team that would draw her forward at a rapid pace. Portland has excellent daily papers at present, from a general standpoint, but she needs one of different spirit, aim and object from these, with even different political temperament—different in men, measures and methods—different in purposes, policy and principle—different in sypmathies and convictions—different in head and heart.

Such a paper need not antagonize the Oregonian, but cultivate a field now fallow and dormant, because Portland's one vehicle of publicity is not, in the nature of things, able to give to it the attention it needs and requires. Portland is in the position of a man with only the muscles of one leg developed, which necessarily checks her progress and curtails her activities, the same as if she had no leg at all.

If Portland's banks and wholesale houses were all under one management there would be stagnation and lack of activity and alertness in those lines also. Where there is no agitation, no variety of publicity, decay must set in and there must prevail an inclination to sit down and wait for something to turn up. Portland needs to have her ability to help herself encouraged and developed. If this were done Portland would discover that her limbs were youthful and her strength unlimited and become really the one great and growing city of the northwest. Now is the time for her to begin if she is not to lose all she has accomplished. Portland's flood tide is now! Now!! Now!!!

MORE STARS FOR THE FLAG.

If effect be given to the intentions and wishes of a number of congressmen provision will be made by the present session of congress for an increase in the number of states in the Union and for the number of stars upon the flag, from 45 to 48, which means six more United States senators and at least three more congressmen.

Senator Fairbanks has introduced a bill for the creation of a state from Oklahoma and Indian territory, and it is said that his action will be followed by the introduction of similar bills on behalf of Arizona and New Mexico.

The platforms of both the great parties contained planks in favor of the admission of Oklahoma, Arizona and New Mexico to statehood, so that the only opposition to the carrying out of the plan just now is that congress is a little too busy with other things.

The marvelous rapidity with which the population of Oklahoma is increasing makes her admission as a state a certainty, and New Mexico and Arizona have ample reasons for demanding admission also into the great sisterhood of states.

WANTS CORBETT TO BE SENATOR

The Portland Oregonian has at last admitted in its editorial columns that it favors the election of H. W. Corbett, the well known Portland banker, for the United States senate, to succeed George W. McBride, who at the present time holds the position by the fortune of political lightning.

The Portland paper is far from vigorous in giving its reasons for favoring Mr. Corbett. Between the lines of its endorsement one can see a wrinkled brow and the look of an unpleasant duty upon its editorial face. It is suspected that Uncle Harvey Scott, the editor in chief of the Portland paper, took to the Southern woods, Mr. Scott being now in Florida, to escape the embarrassment that the senatorial struggle would be sure to give him if he remained "where rolled the Oregon" and heard no sound but Corbett's dashings.

NEW CENTURY TASKS.

"Great Tasks for the New Century" are outlined in the World's Work for January. In these undertakings in the United States, in Europe, Asia and Africa, the trade routes of the world will be changed, and a new direction given to social and political development which will profoundly affect civilization.

First in importance is the isthmian canal across Nicaragua. Public sentiment is unanimous in its favor, money and plans are ready, and it is probable that the first year of the new century will witness the beginning of the greatest engineering task of the age. The canal will be 190.04 miles long and enable the largest vessels to pass from Atlantic to Pacific and ascend and descend a continental divide over 100 feet in height.

Other American undertakings will open the great lakes to the Gulf of St. Lawrence and the sea to the Hudson river and New York, to the Mississippi and the gulf; thus enabling Buffalo, Cleveland, Detroit, Chicago and Duluth to ship unbroken cargoes by way of the St. Lawrence, the Hudson and the Mississippi to the sea.

Another curious water way is an inland Atantic coast passage from Boston to Galveston, Texas, and the Rio Grande river, which forms our Mexican boundary. A series of canals begins at Boston, cuts across the state to Tuanton river and Narragansett bay, with an inside passage as far south as Chesapeake bay. Interior channels obviate the necessity of coasting vessels rounding dangerous Cape Hatteras; the Dismal Swamp is to be widened and deepened; a ship canal cuts Florida; Louisiana swamps and bayous are dredged, short channels supply the breaks in the Texan inlets and the Mexican boundary is gained. By means of this system the United States will have the greatest stretch of protected water in the world, a powerful stimulus to trade in times of peace, and of untold value in war, when small war ships and entire fleets of torpedo boats could pass from northern waters to the gulf without going outside at all.

In England a new 28-foot canal, is projected between Southampton and London. France plans a canal connecting the Atlantic with the Mediterranean by joining the headwaters of the Loire and the Rhone and by deepening the channels of these rivers, which flow into the Atlantic ocean and the Mediterranean sea. This canal will be wide and deep enough to float ships of war and the largest merchantmen. The voyage from the west to the east and southern coast of France would be shortened by 1000 miles. England's control over the Mediterranean, which had been assured by the possession of the fortress of Gibraltar, would be broken by this new interior water way.

Germany has designed a system of commercial canals connecting all parts of the interior of the empire. The Kiel canal was primarily a strategic work, but the new canal from Lauenburg on the Elbe to Lubeck on the Trave is for commercial convenience. Russia is far ahead of her neighbors in her schemes. A 29-foot ship canal is to connect Riga and St. Petersburg on the Baltic with Odessa on the Black sea. A second artificial channel of equal depth will join the Black and Caspian seas. The importance of these water ways commercially and politically to Russia will be of inestimable benefit. Henry Norman has aptly termed the Trans-Siberian railway "the greatest material undertaking the world has seen since the building of the great wall of China." But Russia has already in mind another railway line leading directly from her trans-Caspian possessions through the heart of Persia, giving her a port on the Persian gulf, and still another line is projected from the Caucasus westward to Constantinople, while a third is to connect Mew in Central Asia with Herat for Kandahar and the Arabian sea.

Geat Britain, quick to recognize the significance of Russia's moves, endeavors to offset them by an all-British railway to China from the Mediterranean to the Yang-tse. British foresight in the person of Cecil J. Rhodes purposes to build the Cape-to-Cairo railway 6000 miles long from end to end of Africa. France, not to be outdone, is interested in a scheme to construct a trans-Saharan road, which would enable the French army to travel in a fortnight from Algiers to the uttermost limits of French possessions in Africa.

The execution of most of these great enterprises is either in the hands of the Anglo-Saxon or those of the Russians.

* * *

"A Wonderful Feat of Adventure" is also described in the January number of the World's Work. A young Englishman, Ewart Scott Grogan, has made a journey the whole length of Africa from the cape to Cairo. With a friend, Arthur Henry Sharp, he landed at Beira, the port of Rhodesia, ostensibly on a big game expedition. Both wisely kept silent concerning their secret purpose. Eighteen months afterward Mr. Grogan set foot on the platform of the railway stacion at Cairo.

Half the distance he had come alone, his friend turning back when the deadly Dinka swamps were reached. Mr. Grogan followed the line of the projected railway to a certain degree. His only guide was a compass, and the worst foe he met the awful masquito of the Dinka swamps. Two of his negroes were literally bitten to death and sucked dry by them. This traveler has brought back a vast amount of scientific information which he publishing in book form.

* * *

Poutney Bigelow gives the readers of the New Year's Harper's monthly a peep into "My Japan," which he says has just enough of the original flavor left to satisfy the most jaded of tourists. The sketch has a personal tone, being the result of his experiences, while visiitng his friend, Kotaka, in Tokyo. Kotaka, who had been educated in America, was a grandee of Japan, a governor of one of the great ports and ranked high in the peerage. He dressed as for "Piccadilly" and his drawing-room contained European furniture, but Kotaka's wife was a remnant of old Japan.

"She floated into the room like a feathery whiff from a magical screen or fan. There was no European nonsense about her. I cannot tell what she wore, but the general impression was one of exquisitely dainty hands, nose, ears, mouth and chin; eyes of infinite capacity, a gorgeous broad sash and a single long silk garment, open at the throat and of a color suggesting the exquisite steel shades of the sky before a typhoon."

Like others who have gone before, Mr. Bigelow felt the fascination of Japan. The transition period is well on its way and western ideas displacing many native customs, so he observes, and "when we, therefore, deplore the fading away of old Japan, it may be a consideration to reflect that in the fields of painting, music and the drama, at least, the Jap is prepared to grow by evolution and not by revolution"

DO YOU FEEL LIKE THIS?

Pen Picture for Women.

"I am so nervous, there is not a well inch in my whole body. I am so weak at my stomach and have indigestion horribly, and palpitation of the heart, and I am losing flesh. This headache and backache nearly kills me, and yesterday I nearly had hysterics; there is a weight in the lower part of my bowels bearing down all the time, and pains in my groins and thighs; I cannot sleep, walk, or sit, and I believe I am diseased all over; no one ever suffered as I do."

This is a description of thousands of cases which come to Mrs. Pinkham's attention daily. An inflamed and ulcerated condition of the neck of the womb can produce all of these symptoms, and no woman should allow herself to reach such a perfection of misery when there is absolutely no need of it. The subject of our portrait in this sketch, Mrs. Williams of Englishtown, N.J., has been entirely cured of such illness and misery by Lydia E. Pinkham's Vegetable Compound, and the guiding advice of Mrs. Pinkham of Lynn, Mass.

MRS. JOHN WILLIAMS.

No other medicine has such a record for absolute cures, and no other medicine is "just as good." Women who want a cure should insist upon getting Lydia E. Pinkham's Vegetable Compound when they ask for it at a store. Anyway, write a letter to Mrs. Pinkham at Lynn, Mass., and tell her all your troubles. Her advice is free.

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

Nasal CATARRH

In all its stages there should be cleansing.

Ely's Cream Balm cleanses, soothes and heals the diseased membrane. It cures catarrh and drives away a cold in the head quickly.

Cream Balm is placed into the nostrils, spreads over the membrane and is absorbed. Relief is immediate and a cure follows. It is not drying—does not produce sneezing. Large Size, 50 cents at Druggists or by mail; Trial Size, 10 cents by mail.

ELY BROTHERS, 56 Warren Street, New York.

TWO LOTS FOR SALE.

Lots 5 and 10, Block 81,
Five blocks fom Main St.,
at a low figure. Inquire of

C. S. JACKSON,
East Oregonian Office.

If you want the news of the world written and pictured, the finest art and the best literature, then you must read

COLLIER'S WEEKLY,

America's Foremost Illustrated Journal

Hall Caine's latest and greatest novel, "The Eternal City," begins soon. Send for free copy of the opening chapters.

Address COLLIER'S WEEKLY, 555 WEST THIRTEENTH STREET, NEW YORK CITY

Hotel St. George

GEO. DARVEAU, Prop.

Elegantly Furnished. Steam Heated

European Plan.
Block and a-half from depot.
Sample Room in connection.

Room Rate - 50c, 75c, $1.00

POSSIBLY

You are not aware of the

Fast time and Superb Service

Now offered by the

UNION PACIFIC THE OVERLAND ROUTE — WORLD'S PICTORIAL LINE

2--Daily Fast Trains to the East--2

If you cannot take the morning train travel via the evening train, both are finely equipped.

OUR SPECIALTIES:

Fast Time, Through Service, Pullman Palace Sleepers, Pullman Tourist Sleepers, Pullman Diners, Library (Cafe) Car and Free Reclining Chair Cars.

Hours of time saved to Omaha, Chicago, Kansas City, St. Louis, New York, Boston and other eastern points.

Tickets good via Salt Lake City and Denver. It is to your interest to use the OVERLAND ROUTE. Tickets and sleeping car berths can be secured from F. F. WAMSLEY, Agent O. R. & N. Co.

or J. H. LOTHROP, General Agent, 135 Third St., Portland, Ore. Pendleton, Ore.

Take the...

Washington & Columbia River Railway

For Chicago, St. Paul, St. Louis, Kansas City, St. Joe, Omaha, and

All Points East and South

Portland and points on the Sound.

Arrives Mondays, Wednesdays and Fridays at 11 55 a. m. Tuesdays, Thursdays and Saturdays at 9 55 a. m.

Departs daily except Sunday at 6 00 p. m.

For information regarding rates and accommodations call on or address

W. ADAMS, Agent, Pendleton, Oregon.

S. B. CALDERHEAD, G. P. A., Walla Walla, Wash.

The East Oregonian is Eastern Oregon's representative paper. It leads, and the people appreciate it and show it by their liberal patronage. It is the advertising medium of this section

NORTHERN PACIFIC

RUNS

Pullman Sleeping Cars,
Elegant Dining Cars,
Tourist Sleep ng Cars

To ST. PAUL, MINNEAPOLIS, DULUTH, FARGO, GRAND FORKS, CROOKSTON, WINNEPEG, HELENA and BUTTE.

THROUGH TICKETS TO

CHICAGO
WASHINGTON
PHILADELPHIA
NEW YORK
BOSTON
and all points East and South.

Through tickets to Japan and China, via Tacoma and Northern Pacific Steamship Co and American line.

TIME SCHEDULE.

Train leaves Pendleton daily except Sunday at 6 30 p. m.

For further information, time cards, maps, and tickets, call on or write W. Adams, Pendleton, Oregon, or A. D. CHARLTON, Third and Morrison Sts., Portland, Ore.

Oregon Short Line Railroad

THE DIRECT ROUTE TO

Montana, Utah, Colorado and all Eastern Points

Gives choice of two favorite routes, via the UNION PACIFIC Fast Mail Line, or the RIO GRANDE Scenic Lines.

No Change of Cars

on the Portland-Chicago Special, "the finest in the West."

Equipped With

Elegant Standard Sleepers
Fine New Ordinary (Tourist) Sleepers
Superb Library-Buffet Cars
Splendid Diners, (meals a la carte)
Free Reclining Chair Cars
Comfortable Coaches and Smokers
Entire Train Completely Vestibuled

For further information apply to P. F. WAMSLEY, Agent O. R. & N. Co., Pendleton, Or.

J. B. NAGEL, Trav. Pass. Agt. W. E. COMAN, Gen'l Agent

142 Third St., Portland, Oregon.

I. L. Ray & Co.,

Buy and sell

Stocks, Bonds and Grain

for cash or on marg

Court Street, Pendleton, Ore.

New York Stock Exchange.
Chicago Stock Exchange.
Chicago Board of Trade.

NEW LUMBER YARD.

We are now ready for business near Washington & Columbia River freight depot with a general assortment of lumber direct from our own saw mill, and can furnish anything promptly. Country orders in car loads shipped direct from our mill in carload lots at correct prices. Give us a call.

A. C. Shaw & Co.

W. J. SEWELL, Mgr.

Equal to any in the world.

PILSNER BOTTLED BEER.

BREWERYS OWN BOTTLING.
Highly recommended to family trade
Every bottle fully guavanteed.

Schultz Brewing Co.

Pendleton Planing Mill and Lumber Yard

Can sell cheaper than any firm in the county because they buy in large quantities. If you need lumber or any kind or mill work call and get their prices.

R. FORSTER, - Proprietor.

Sold by JOHN SCHMIDT

The Louvre Saloon

PENDLETON - - - OREGON.

Special Rates on carload lots.
Telephone 72.

ALLEN BROS.,

Wood and Transfer..

Orders will Receive Prompt Attention

Office rear of Savings Bank.

PENDLETON, - - OREGON.

When your Friends

Knock at your door, and you don't hear them they get mad. We will fix this right with our Electric Door Bells, Electric Lamps, Batteries and Supplies. Houses wired for electric lights on short notice. Everything in the Electric line.

Pendleton Electric Supply House.
Maple Bros., Props.

Phone's Main 74 and Red 176.

ATTORNEYS.

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

BEAN & LOWELL, ATTORNEYS AT Law. Room 14 Association Block, Pendleton, Oregon.

T. G. HAILEY, LAWYER, OFFICE in Judd Building, Pendleton, Oregon.

THOS. FITZGERALD, ATTORNEY AT Law. Office in Association Block.

N. BERKELEY, ATTORNEY AT LAW. Office in Association Block.

E. D. BOYD, ATTORNEY AT LAW. In Court 36.

JAMES A. FEE, LAW OFFICE IN JUDD Building.

PHYSICIANS.

DR. W. G. COLE. OFFICE IN JUDD building. Office hours, 10 to 12 a. m.; 1 to 3 p. m. Telephone 77.

F. W. VINCENT, M. D. OFFICE REAR of First National Bank. Office hours 10 to 12 a. m.; 1 to 3 p. m.

DR. C. J. SMITH. OFFICE OVER PEOPLE'S Savings Bank. Telephone 3; residence telephone 3.

H. S. GARFIELD, M. D., HOME PATHIC Physician and Surgeon. Office in Judd Building. Telephones: Office, black 83; residence, black 24.

DR. D. J. M'FAUL, ROOM 17, ASSOCIATION block. Telephone 93; residence telephone, black 111.

OSTEOPATHIC PHYSICIANS, DR. Keyes & Keyes. Office, one block west of Bowlby's store.

W. E. PERRY, PHYSICIAN AND SURGEON, Ukiah, Oregon.

DR. LYNN K. BLAKESLEE, CHRONIC and nervous diseases and diseases of women. Opp. Rieck's rest. Water and Main Sts. Pendleton, Ore.

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.

MUSIC AND PIANO TUNING.

PROF. ROBERT BALLOT, VIOLIN SOLOIST and leader of the new Opera House orchestra. Teacher of violin, viola, cello, banjo, mandolin, guitar, piano, pipe organ, harmony, counterpoint, arrangement and orchestration. Voice culture (Italian method), study of parts for comic and grand opera. Piano tuning and repairing promptly done. Orchestra music furnished for parties, balls and all occasions. For engagements apply to C. C. Sharp, Opera House Block.

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.

D. A. MAY, CONTRACTOR AND builder. Estimates furnished on all kinds of masonry, cement walks, stone walls, etc. Orders can be left at the East Oregonian office.

BANKS AND BROKERS.

FIRST NATIONAL BANK OF PENDLETON. Capital, $70,000; 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. Barnhart, vice-president; C. B. Wade, cashier; H. O. Gurnsey, assistant cashier.

THE PENDLETON SAVINGS BANK, Pendleton, Oregon. Organized March 1, 1889, capital, $50,000. Interest allowed on time deposits. Exchange bought and sold on all principal points. Special attention given to collections. W. L. Furnish, president; J. N. Teal, vice-president; T. J. Morris, cashier.

FIRST NATIONAL BANK OF ATHENA, Oregon. Capital, $50,000; surplus and profits, $6,000. Interest on time deposits. Deals in foreign and domestic exchange. Collections promptly attended to. Henry C. Adams, president; T. J. Kirk, vice-president; E. L. Barnett, cashier; Mrs. E. L. Barnett, assistant cashier.

THE FARMER'S BANK OF WESTON, Weston, Oregon.—Does a general banking business. Exchange bought and sold. Collections promptly attended to. Affairs in most excellent condition, and so reported upon by investigating committee of responsible citizens. Officers: R. Jameson, president; Geo. H. Proebstel, vice president; C. M. Pierce, cashier; J. R. Killgore, assistant cashier; directors, G. A. Hartman, M. M. Jones, T. J. Pine, G. P. Gray, J. F. Killgore, Robert Jameson, G. W. Proebstel.

A. B. STEPHENS & CO. DO SAWING and contracting of all kinds. Wood sawed on short notice. Leave orders with A. D. Smith & Co. or with Van Orsdall & Ross.

IN POUND—THE FOLLOWING DESCRIBED animals have been taken up by the City Marshal, and will be sold in ten days for costs and expenses.

One gray horse about 10 years old, branded 9 on left hip, weight about 1000 pounds.

One sorrel horse about 4 years old, branded anchor O on right and W on left hip, weight about 850 pounds.

Dated January 7, 1901.

J. M. HEATHMAN, City Marshal.

IN POUND—THE FOLLOWING DESCRIBED animal has been taken up by the City Marshal and will be sold at the expiration of ten days for costs and expenses.

Bay mare and colt, wire cut on right hind leg, four years old, branded chain hook on left shoulder.

Gray horse, Indian brand on right hip, with glass eyes.

Dated January 8, 1901.

J. M. HEATHMAN, City Marshal.

IN POUND—THE FOLLOWING DESCRIBED animals have been taken up by the City Marshal and will be sold at the expiration of ten days for costs and expenses:

One bay mare, 5 years old, weight about 900 pounds, no brand visible.

One bay mare, eight years old, weight about 1100 pounds, branded H O on left shoulder.

Dated January 9, 1901.

J. M. HEATHMAN, City Marshal.

BANKRUPTCY NOTICE.

In the District Court of the United States for the District of Oregon.

In the matter of H. A. Yocom, a bankrupt.

To the creditors of H. A. Yocom, of Heppner, in the county of Morrow and district aforesaid, a bankrupt:

Notice is hereby given that on the 28th day of December, A. D. 1900, the said H. A. Yocom was duly adjudicated bankrupt, and that the first meeting of his creditors will be held at my office in the Association block, on Main street, in the city of Pendleton, Umatilla county, Oregon, at 10 o'clock in the forenoon on the 23d day of January, A. D. 1901, at which time the creditors may attend, prove their claims, appoint a trustee, examine the bankrupt and transact such other business as may properly come before said meeting.

Dated this 11th day of January, A. D. 1901.

THOMAS FITZGERALD, Referee in Bankruptcy.