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All Kinds of Seeds,

Alfalfa,
Timothy,
Broome
Grass,
Blue
Grass
and
White
Clover.

Orders for any kind
of Seed Solicited

TAYLOR,

THE HARDWARE MAN.

Who Sells Field Fence in all heights,
as well as every variety of HARD-
WARE, Barbed Wire, &c

WOOD! COAL!

WOOD! COAL!

WOOD! COAL!

W. C. MINNIS

SELLS BOTH.

Kemerer Coal. First Class Wood

Orders Promptly Filled.

Telephone, Red 401, or call on
W. C. MINNIS,

Office Main Street, just opposite Hans-
ford & Thompson's hardware store.

LaFontaine & Garrison

Proprietors

Old Dutch Henry

Feed Yard.

Cavalry Horses for Sale.

BEST OF CARE TAKEN OF

TEAMS OVER NIGHT

GIVE US A CALL.

SEALS!

**Notary and
Corporation**

\$3.50 to \$5 Delivered

Order of us and save money.
Orders for Rubber Stamps
also solicited.

EAST OREGONIAN PUB. CO

**BEST FOR THE
BOWELS**

If you haven't a regular, healthy movement of the
bowels every day, you're ill or will be. Keep your
bowels open, and be well. Force, in the shape of
laxatives, is dangerous. The smooth,
soft, easiest, most perfect way of keeping the bowels
clear and clean is to take



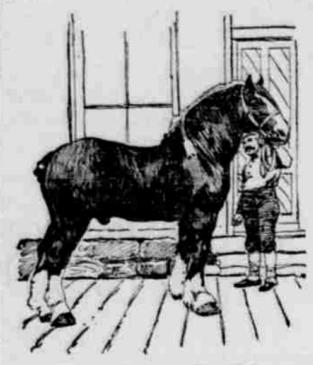
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Flavored, Palatable, Purer, Tastes Good, Do Good,
Never Sickens, Weakens, or Grips, 10, 25, and 50 cent
per box. Write for free sample, and looking on
health. Address
CANDY CATHARTIC
CASCARETS COMPANY, CHICAGO or NEW YORK.

KEEP YOUR BLOOD CLEAN

THE HORSE BREEDERS

State Veterinarian Knowles of Mont-
ana says that not one case of anthrax
has been known in that state during
the past year, but that he had to order
101 horses killed on account of gland-
ers. At that, however, he points out
that out of 12,000 horses bought during
the season by the British government
in Montana only three, or one in 4,000,
was found suffering with this fell dis-
ease. The total shipments of horses
were \$4,000 head, marketed in St. Paul,
Chicago, Sioux City and Omaha. About
1,000 well bred and pure bred breeding
horses were shipped into the state.

A Champion at the International.
The handsome Clydesdale stallion,
Prince William, Jr., \$708, champion
at the 1901 International Live Stock



PRINCE WILLIAM, JR., \$708.

exposition, is the property of Alexander
Galbraith of Janesville, Wis. The
picture is reproduced from The Breeder's
Gazette.

Doctors Disagree on Bran.
Just at present there is considerable
controversy over the feeding of bran
to horses, some writers taking the
ground that when bran is fed at about
one-fourth of the entire grain ration it
causes colic and inflammation of the
bowels. Others claim that bran may
safely compose one-half the grain ra-
tion without bad effects.

It would seem as if this was one of
the questions that each man who keeps
horses must decide for himself in the
light of results of both plans. In the
experience of the writer it has been
found that certain horses, predisposed
to colic, should not be fed a great deal
of bran when oats form the main grain
ration, but the quantity may be in-
creased without apparent harm when
corn takes the place of oats largely.
It is presumed that, with some horses,
the combination of oats and bran in
the stomach forms a gas which is not
present when bran and corn are fed
together. With other horses, as stated,
it is possible to feed oats and bran or
bran and corn in equal quantities with-
out bad results.

Rubbing Up on Shetlands.
American judges of Shetland ponies
appear to possess very different opin-
ions upon the points of the breed to
those of their British conferees, as it is
stated that a famous specimen of the
breed was passed unnoticed at a New
York show in the class in which her
stable companion won upon the
grounds that she was too small. Under
any circumstances, bearing in mind
the fact that this pair of Shetlands
have been constantly beating each other
at the leading shows of Scotland
and England for the past season or
two, the fact that one was the winner
of first prize while the other got no
mention at all must excite some sur-
prise. At the same time, there is con-
solation for breeders in the reflection
that if the bigger Shetlands are wanted
in America there will not be very much
difficulty in supplying any reasonable
demand which may arise, while there
will always be a ready sale for the lit-
tle ones in their native country and
England.—London Live Stock Journal.

When to Begin.
One reason why more good horses
are not produced in this country is
that the dams are not well fed when
carrying their foals. If a mare is not
working, she is not fed enough
strengthening feed to keep her vitality
high and produce a husky colt. It
takes feed to make good animals, and
it takes feed before they are born to
make them. No use feeding heavily
after the foal comes if it is a born
weakling, with knuckling or weak
joints and flabby muscles. The time
to make foals strong is before they
come; then their dams will have plenty
of milk and the foal will have the ability
to get and use it.—National Stock
man.

SELECTING BREEDING STOCK
It is Safer to Use Rams and Ewes
That Are Acclimated.

Not more than 20 to 30 per cent of
the flock of sheep are really fit to re-
tain for breeders, and yet if they are
selected with care each year they will
prove satisfactory in every way, es-
pecially if good rams are obtained to
keep up the strain. Selecting breeding
ewes straight from the farm or range
and mating them to rams that have
seen some life in the same place will
produce better all around results than
by importing either ewes or rams from
some other state.

When we go away to select breeding
animals, we always run the risk of
not finding animals well adapted to
the farm or range. While such rams or
ewes may do well enough in their na-
tive state, they may be unequal to the
task of readily adapting themselves to
their new home. We must go afield
to get new blood—we cannot risk too
close inbreeding—but at the same time
the most serviceable animals for
breeding purposes are those which
have become adapted to the soil, cli-
mate and environments of the farm
where they are to live, writes C. S.
Stuart in The American Cultivator. A
good many ranchmen in the west have
found that range reared rams give
them better service simply because they
have become acclimated and acoustom-
ed to find a living off the pastures fur-
nished them. They have become good
rustlers and are not dependent upon
such careful feeding methods that they
grow thin and sickly if not daily at-
tended by experts. The fact is, we
need more rams accustomed to the or-
dinary wild conditions of the range
and yet of such good breeding points
that they can mark their progeny.

It is not well to relax present meth-
ods of careful breeding and selection,
but we do need to adopt some system
which will make the animals at home
where sheep breeding and rearing are
carried on successfully on a large scale.
The average sheep farmer cannot de-
vote his time to breeding pure blooded,
fancy rams to register, nor can he af-
ford to pay the price of these animals
every year to keep up the standard of
the herd, but he should be able to se-
lect from his flock every year good,
serviceable rams and ewes which, ac-
customed to the pastures, will at the
same time perpetuate fine blooded
qualities into their descendants. This
is what every sheepman should aim at,
and it can be accomplished with study
and effort. Just as the successful fruit
grower must have his own nursery, so
must the sheep raiser have his breed-
ing yard, where careful methods of se-
lection and feeding will produce re-
sults which will prevent any degenera-
tion in the flock.

Kansas City's Record.
Kansas City enjoyed another record
breaking year in 1901 in all her special
live stock lines save that of horses.
She received 2,000,165 cattle, 126,410
calves, 3,716,404 hogs, 980,078 sheep,
95,657 horses and mules and a total of
124,958 cars. These footings together
form a total of 6,919,714 head of ani-
mals, valued at \$130,377,684, which is
over \$4,000,000 more than her highest
previous total—to wit, that for 1900.
Her cattle were valued at \$37 per head,
calves \$9, hogs \$11.50, sheep \$3.75 and
horses \$91.25 in 1901 against \$41 for
cattle, \$12 for calves, \$10.50 for swine,
\$4.50 for sheep and \$76.25 for horses in
1900. In 1898 cattle in Kansas City
were worth \$44 each and horses \$41.50
and in the year before that \$42 and
\$41.50, respectively.

THE GOAT HERD

The Angoras are more prolific, more
hardy and can be kept with less cost
than sheep. They are essentially
browsers, cleaning the farm or ranch
of all brush and weeds and depositing
the same on the highest and poorest
spots, as those are the places where
they camp at night. They are not
grazers unless forced to it, and hence
are not in the way of other stock,
which do not take the brush and weeds
on the high land. Some think the An-
goras are hard to fence in, but that is
a mistake. They are as easily restrained
as sheep.

I feel sure, says W. T. McIntire in
Kansas Farmer, in saying that it will
not be regretted by the farmers of
Kansas if they turn their attention to
the Angora goats, especially those
farmers having brushy, hilly and
weedy land. In two years' time the
Angoras will kill out the thickest un-
derbrush, thereby greatly enhancing
the value of the land. Angora meat,
called Angora venison, is now in great
demand at prices remunerative to those
who may have a surplus, which are not
suitable for breeding. The breeding
demand will continue for many years
and will not be overdone for a genera-
tion to come.

Production of Mohair.
According to statistics gathered by
the department of agriculture, the to-
tal amount of mohair produced in the
United States annually is upward of a
million pounds and is just about equal
to the quantity imported. Further-
more, the mohair industry is looking
up and seems to offer a field for profit-
able investment.

A great many people who are famil-
iar with the word mohair and even
with the article itself would be sur-
prised to find an answer if they were
asked to tell just what mohair is.
"The word 'mohair,'" explains the ag-
riculture department's bulletin, "is the
technical name for the fiber of the An-
gora goat, which is used in the manu-
facture of fabrics."

To be constantly pulling up the seeds
of life to see if they have sprouted is a
serious menace to the health of the
plants.—Ladies' Home Journal.

GOOD ROAD LESSONS.

HOW THE SOUTH IS BEING TAUGHT
TO BUILD HIGHWAYS.

**Special Trains Completely Equipped
With Modern Roadmaking Machin-
ery Touring the Southern States
and Giving Instructions.**

There has been a larger expenditure
of public funds for the betterment of
public highways during the year just
ended than in any previous five years
of American history, says the Philadel-
phia North American. The aggregate
amount of expenditures mounted into
the millions. Public sentiment favor-
ing better highways has developed so
rapidly that it has been difficult to keep
track of the various international, na-
tional and state conventions which
have been called to promote the cause.
This interest has shown itself not only
among farmers, good roads enthusi-



ROAD ROLLER AT WORK.

asts and public officials, but also among
several of the great trunk line rail-
ways.

The tour of a "good roads special,"
which concluded recently its first run
over the Southern railway system
through the south, making ten stops at
important centers, including Birming-
ham, Montgomery, Atlanta, Greenville,
Charleston and other points, was the
outgrowth of the first international
good roads congress which was held at
Port Huron, Mich., late last year. This
important congress of good roads peo-
ple was called together at the sugges-
tion of the "good roads" senator of
Michigan, H. S. Earle of Detroit. De-
legates from a score of states and nearly
every province of Canada were pres-
ent. Here is where the "good roads
train" had its birth, and soon after
President W. H. Moore of the National
Good Roads association of Chicago be-
gan his arrangements for the opera-
tions of the special. This train started
from New Orleans early last spring
and worked its way north to Chicago,
making a dozen stops by the way for
the purpose of constructing a sample
of good roads and showing how essen-
tial to their building is the use of mod-
ern roadmaking machinery, with which
the train was completely equipped.

One of the most remarkable pieces of
apparatus was the earth excavator
and elevator. This machine was drawn
by eight pairs of mules and would take
dirt from the side of the road and
move it and spread it in the middle of
the proposed road at the rate of four
cubic yards per minute under favora-
ble conditions. By means of this ma-
chine and several gangs of men, to-
gether with road rollers, stone crushers
and other apparatus, the expert road-
builders on this trip at one point made
a half a mile of good road in ten hours.

The work of this first good roads
special was so successful and the Illi-
nois Central railroad was so well
pleased with the results that President
Moore had several opportunities to take
charge of good roads trains to be run
over other large railroad systems in
different parts of the country and final-
ly accepted the invitation of the South-
ern railroad to take a train through the
south. The success of the train was
more than assured from the beginning,
for before it started from Washington
on Nov. 1 requests had been received
from more than 200 cities and towns
to build a sample of road within their
limits, but only ten stops were made on
the trip.

The train, with its load of modern
roadmaking machinery and corps of
expert roadbuilders, was received with
the greatest enthusiasm, and no less
than seven state good roads associa-
tions, as many county organizations
and ten samples of good roads have re-
sulted. The value of the instruction
given and the interest awakened will
be felt in this section of the country
for twenty years to come. Another
trip was planned under the same man-
agement. The train will pass through
a different part of the southland.

The local soil conditions met with
during the two good roads tours varied
to such an extent that it was impos-
sible to follow any specified rule for the
construction of the roadbed. Where
materials were to be found the founda-
tion was made of five inches of coarse
crushed stone, which was thoroughly
rolled before the second course was ap-
plied. Next came a two or three inch
course of stone about one and a half
inches in thickness, which was care-
fully spread, sprinkled and thoroughly
rolled. On top was placed a fine dress-
ing of much smaller stone in a thin
layer. This was also sprinkled and

rolled. The final layer acted as a
"binder" and made the road hard,
smooth and even in surface. The road-
bed was given about a twelve inch
crown, and the ditches were as care-
fully made as the roadbed itself.

A CLEVER PLAN.

How Ray Township Got Its Good
Gravel Roads.

Probably Ray township, in Macomb
county, Mich., has the best gravel
roads of any township in that state,
says H. S. Earle in Good Roads Maga-
zine. This is the result of the efforts
of Gil R. Lovejoy, who is such a strong
advocate of good roads that he wouldn't
be contented until the highways were
what they should be.

Mr. Lovejoy prevailed upon the board
to buy a gravel pit; then he urged ev-
ery farmer to haul a load of gravel
home every time he passed the pit and
put it on the road in front of his own
farm.

Once begun, the farmers saw what
an improvement gravel is over the an-
nual scraped back, wornout earth. The
board then purchased two more pits in
different parts of the township and, at
the suggestion of Mr. Lovejoy, offered
\$1 a day to farmers with teams to haul
gravel in the winter and place it on
one side of the road one winter and on
the other side the next.

The first winter the farmers turned
out strong, and the town had to pay
for 2,700 days' work, which was a big
starter.

Each year for several years the town-
ship has made an appropriation of from
\$1,000 to \$1,800, and today practically
all of the roads of the township are
graveled.

This is a cheap but a sure way to get
better highways, not, of course, equal
to those scientifically built by the use
of road machines, but a big improve-
ment over scraping the dust and mud
from the ditches into the roadway ev-
ery year.

BITUMINOUS MACADAM.

It Promises to Make the Best Pavement
Ever Invented.

During the past year a new kind of
road improvement has been inaugurat-
ed which promises to turn out the best
and cheapest permanent roadway ei-
ther for highway or pavement for cities
ever yet invented. It has been used in
Canada for several years, and with
large success at Hamilton, where it is
known as "tar macadam." Here it is
called "bituminous macadam" and has
been improved and given a very dura-
ble form.

During the past season well on to
100,000 square yards have been laid in
different New England cities and in
some cities of the middle states and
middle west. Just recently a contract
was awarded an Ohio pavement com-
pany for laying three miles of this
bituminous pavement on the state road
in Cuyahoga county, leading out of
Cleveland, at an expense of \$69,000.

Wherever it has been laid, either in
this country or in Canada, it is said to
have given unvarying satisfaction. The
manner in which it has been laid in the
New England cities has given it a per-
manent form which is likely to make it
one of the strong competitors of the
asphalt trust, for it is as smooth as
asphalt, more elastic, less noisy and
promises to be more durable and more
easily kept in repair, although costing
about half the price per cubic yard of
sheet asphalt. In New Bedford, Low-
ell, Somerville, Cambridge, Holyoke
and other places where it has been laid
it has given the utmost satisfaction.

State Commissioner Needed.

What is needed by our people in the
matter of public roads are education
and agitation, with a view to securing
the appointment by the next legislature
of a commissioner of public roads, says
the Goldsboro (N. C.) Argus. Such a
man must be a competent man. He
must not only know a good road when
he sees it, but he must be able to build
a good road. He must also be a man
who can talk to the people, who can
tell county commissioners how to place
bonds—an educator, in fact. He must
visit every county in the state at least
twice a year. In order to secure a
competent man he must be paid a liv-
ing salary—say \$2,500 a year, or about
\$28 a county. And such a man will be
well worth to any county many times
that sum each and every year.

What Good Roads Will Bring.

We need good schools in our country
districts, but we cannot have them
without good roads; we need better
church privileges in the country, but
we cannot have them without good
roads; we need better mail facilities in
the country, but we cannot have them
without good roads; we need better so-
cial advantages in the country, but we
cannot have them without good roads;
we need more accessible markets for
country produce, but we cannot have
them without good roads.—General Roy
Stone.

Connecticut's Highway Commission.

Connecticut has a highway commis-
sion which co-operates with the towns
and counties in the construction of fine
roads. This commission has spent an-
nually over \$400,000 since 1895 in the
building and maintaining of new roads.
The funds for constructing the public
roads are furnished by the state, county
and town, the first supplying one-half
now, although formerly it was respon-
sible for only a third.

HOTELS.

HOTEL PENDLETON

VAN DRAN BROS., Props.
The Best Hotel in Pendleton
and as good as any.



Headquarters for Traveling Men.
Commodious Sample Rooms.

Rates \$2 per day.

Special rates by week or month.
Excellent Cuisine,
Every Modern Convenience.

Bar and Billiard Room in Connection

Only Three Blocks from Depot.

GOLDEN RULE HOTEL

Corner Court and Johnson Streets,
Pendleton, Oregon,
M. F. Kelly, Proprietor.



HEATED BY STEAM.
LIGHTED BY ELECTRICITY.

American Plan, rates \$1.25 to \$2.00 a day
European plan, 50c, 75c, \$1.00
Special rates by week or month

Free Bus Meets all Trains.
Commercial Trade Solicited.
Fine Sample Rooms

Special attention given Country Trade

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

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BAR IN CONNECTION
IN CENTER OF BLOCK
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Daily East Oregonian by
only 10 cents a week