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A GOOD ROAD COUNTY

RICHMOND, GA., IS PROUD OF ITS HIGHWAYS.

Fine Roads in That County Constructed and Maintained by Convict Labor—Plan Very Successful. Road Work in South Carolina.

Richmond claims to be the banner county of Georgia in the matter of good roads, and its claim is well founded. There are about 250 miles of graded roads in the county, of which from seventy-five to a hundred are gravel roads and the rest sandy roads surfaced with clay. The county annually raises about \$24,000 for the maintenance of its chain gang and road improvement. The roads are entirely constructed and maintained by convict labor. Richmond county has a unique system.

William F. Eve, who is now and has been for nearly twenty years the commissioner of taxes and revenue, has complete authority for making and expending road appropriations. He combines in his office the power usually given to the board of county commissioners. This system of a one man board of commissioners brings more certain action, and where the office is held by a man who is such a thorough believer in road improvement as is Judge Eve there will be constant improvement in the highways, says the Louisville Courier-Journal.

Richmond had only one or two improved highways previous to Judge Eve's election to the office of road commissioner. About the time he took the office the county organized and placed in charge of the road department a road engineer and organized the misdemeanor convicts into a road force. A report made by Judge Eve some time since on the roads of Richmond county is as follows:

"The class of work done in the county was, first, the effort to reduce the grades and give the roads proper drainage. The gravel roads of Richmond county are made from gravel obtained from South Carolina at a point about seventeen miles from Augusta. This material consists of water worn quartz pebbles, cemented together by iron oxide and sandy clays. It possesses all the essentials of a first class road material, and its cheapness (65 cents per ton on board the cars at Augusta) insures its general usage on the highways of Richmond county."

The cost of constructing roads of this material has been estimated by Judge Eve at \$1,000 per mile. This seems an unusually low estimate when the excellent quality and durability of these roads are taken into consideration.

The chain gang of Richmond county consists of about seventy-five convicts, each of whom is said to cost the county 30 cents per day. This estimate includes board and clothing of the convicts and the salary of superintendent, night watchman and eight or ten guards.

The testimony as to the convict work is that it is eminently successful and that no better disposition of the convicts could be made than to employ them in this way. It is a pleasure to drive over the improved roads of Richmond county. They have raised the values of the farm lands in the vicinity of Augusta very much and have undoubtedly contributed greatly to the growth of the city, which is one of the most beautiful and enterprising of the south, having large commercial and manufacturing interests.

South Carolina has moved in the matter of improved roadways. Several counties have inaugurated systematic roadwork, and the state transfers to the counties from which they were convicted all convicts that were sentenced to a term of less than five years, and these, with the misdemeanor convicts, give to each county a good road working force. Most of the counties have purchased more or less improved road machinery. Several road bills are pending in the legislature now in session. One of them is to levy a tax of 1 mill in each county for roadwork. Another is to adopt a state aid system with an annual appropriation of \$150,000.

Early Asphalt Roads.

History and tradition have furnished us with the basic information which has guided us in building the civilization of today. It is said that in prehistoric times the Incas of Peru built roads that extended from the tropical heated valleys up the mountains to the regions of perpetual frost, using the natural asphalt rock, and these roads are in good condition today. The discovery of a large section in Kentucky covered with asphalt rock, which scientists have pronounced a perfect and natural combination of asphalt and quartz sand, most valuable for paving purposes and far superior to any artificial combination that could be made, is of vital importance, says the American Asphalt Journal. The day may not be far distant when every city and village will have all streets paved with asphalt rock, a material which is not only the most durable, but cleanly and noiseless.

What Good Roads Do.

Good roads, like good streets, make habitation along them most desirable.

They economize time and force in transportation of products, reduce wear and tear on horses, harness and vehicles and enhance the market value of real estate. They raise the value of farm lands and farm products and tend to beautify the country through which they pass. They facilitate rural mail delivery and are a potent aid to education, religion and sociability. Charles Sumner once said, "The road and the schoolmaster are the two most important agents in advancing civilization."

CARE OF ROADS.

Vermont Adopting System So Successful in Europe.

The matter of greatest importance in road maintenance is constant attention, says Maurice O. Eldridge, assistant director public roads inquiries. It would therefore seem wise for us to adopt a modified form of the system which has been so successful in England, France and other European countries and which has been recently introduced into the state of Vermont—that is, of dividing the roads into certain lengths and allotting each length to a section man, caretaker or farmer. Every one is familiar with this system as applied to railway maintenance, and it is a matter worthy of note that in Vermont the general results from its application are "that much better roads are secured at less expense and the tax rate for highways has been reduced each year as the roads grow better and as we learn to maintain them free from damage at less cost."

Our most important country roads could be divided into sections or beats varying in length from one to five



ROAD IN FRANCE.
(Showing toolhouse for road man in foreground.)

miles, according to the importance of the road and the condition of its surface. A good road man who lives on the section or beat should be placed in charge, and it should be his duty to devote a few hours each week to the filling of small ruts or holes and to protecting the road from damage by running water. If the road is a very important one and if the funds will permit, such a caretaker should by all means be employed the year round.

There is always plenty of work to do in keeping roads clean, free from loose stones and rubbish, in cutting weeds and cleaning drains and side ditches. In fact, the caretaker should be on the road, rain or shine, and particularly in wet weather, in order to find the uneven places in the roads as well as to note the existing defects in surface and subdrainage. On account of the great efficiency and economy of this plan it is becoming general in the state of Vermont, and it has made the roads of France and other European countries famous. It is the application of the old adage, "A stitch in time saves nine."

CANADA'S GOOD ROADS.

Large Appropriation For Improvement of Highways.

Our cousins across the border in Canada have been even more active and more liberal in their support and appropriations for the good roads movement than we are on this side, says the Philadelphia North American. The little province of Ontario, large in area, but small in resources as compared with some of the American states, has been building roads for more than ten years, spending \$150,000 a year for this purpose. In addition to this annual expenditure the provincial parliament last year appropriated a million dollars for the purpose of still further improving its highways.

When this is compared with the appropriation which the great country of the United States placed at the disposal of Director Martin Dodge of the department of good roads inquiries of Washington last year, it forms a contrast that is anything but favorable to Uncle Sam. Mr. Dodge was given the munificent (\$ sum of \$20,000 to devote to his work throughout the country.

There is a movement now on foot among certain congressmen and state officials which has for its object the complete equipment of an up to date good roads department and an appropriation which will be adequate to its operation.

Gravel Roads.

Although it is impracticable and in many cases impossible for communities to build good stone roads, a surface of gravel may frequently be used to advantage, giving far better results than could be attained by the use of earth alone. Where beds of good gravel are available this is the simplest, cheapest and most effective method of improving country roads.

TIMELY ANNIVERSARIES.

Some Current Selections From History's Broad Page.

March 23.
1302—Peter the Cruel, king of Castile, slain; born 1234; king 1295. He had been defeated in battle March 14.
1801—Cruzat Paul, emperor of Russia, murdered by a band of nobles; born 1754. Alexander, Paul's son, succeeded.



1819—August Friedrich General Schenck, Ferdinand von Kotze, German dramatist, died; born 1761.
1888—Morrison Remick Walte, distinguished lawyer of Ohio and chief justice of the United States, died in Washington; born at Lyme, Conn., 1816.
1890—General Robert Cumming Schenck, soldier, lawyer, congressman and ex-minister to England, died in Washington; born 1809.
1901—Aguinaldo, the Filipino leader, captured by General Frederick Funston in the province of Isabela.

March 24.
1644—The commonwealth of Rhode Island founded.

1773—Philip Stanhope, earl of Chesterfield, author of famous letters, died; born 1694.
Lord Chesterfield was a noted courtier, orator and wit of the time of George I. "He was at the head of the ton," wrote Macaulay, "in the days when in order to be at the head of the ton it was not necessary to be dull and supercilious." The letters are distinguished for beauty of style and thorough knowledge of the world.

1844—Thorwaldsen, famous Danish sculptor, died at Copenhagen; born 1770.

1896—Marie Amelie de Bourbon, ex-queen of the French, died in exile at Claremont, England; born 1782.

1899—General Baron Jomini, famous writer on military science, died; born 1779.

1892—Henry Wadsworth Longfellow, poet, died in Cambridge, Mass.; born 1807.

1888—John T. Hoffman, ex-governor of New York, died in Wiesbaden, Germany; born 1828.

1901—Charlotte May Yonge, the author, died in London; born 1823.

March 25.

1771—Joachim Murat, Bonapartist king of Naples, French marshal, etc., born near Cahors, France; shot in Calabria Oct. 12, 1815. Murat was the son of an innkeeper and began at the bottom round of the ladder. Napoleon called him the "best cavalryman in Europe" and gave him his sister Caroline in marriage. He deserted the emperor's cause after the battle of Leipzig and retired to his place on the throne of Naples. Failing to gain recognition from the powers, he again pronounced for Napoleon. In attempting to regain his kingdom with a handful of men he was captured and executed.

1871—Caroline Jones Chisholm, the English philanthropist and "emigrant's friend," died; born 1810.

1892—Walt Whitman, poet, died at Camden, N. J.; born 1819.

1901—Birmingham, Ala., swept by a tornado; over 400 people injured; many fatalities.

March 26.

1516—Conrad Gesner, Swiss scholar and naturalist, born; died 1565.

1726—Sir John Vanbrugh, English architect and dramatist, died; born 1659.

1815—Thomas West Sherman, soldier, born in Newport, R. I.; died there 1879. General Sherman may be readily confused in war histories with William Tecumseh on account of the similarity of initials. He was a West Point graduate and a Mexican veteran, like his distinguished namesake. Early in the civil war he was engaged on the Atlantic coast, but later took part in the campaigns in the southwest, the scene of triumphs which made Tecumseh's fame.

1897—John Mitchell Kemble, English scholar, especially in Anglo-Saxon, died; born 1807.

1894—General Alfred Holt Colquitt, senator from Georgia and a prominent Confederate, died in Washington; born 1824.

1898—James Payn, the English novelist, died in London; born 1830.

1900—Rabbi Isaac Wise, Hebrew teacher and leader of note, died in Cincinnati; born 1819.

March 27.

1826—357 American Texans, including Colonel J. W. Fanning, prisoners of war, were massacred at Goliad, Tex., by order of Santa Anna. The Texans were attacked and captured while attempting to march from Goliad to the aid of the Texas army in the Alamo. They were held as prisoners of war under the prospect of exchange. On Palm Sunday they were ordered to march out of their quarters and be counted. Outside the enclosure a band of Indians specially chosen for the work massacred them all in cold blood.

1847—Vera Cruz, Mexico, surrendered to General Scott.

1889—John Bright, British statesman, died in England; born 1811.

1900—General Piet Joubert, commander of the Boer army, died at Pretoria; born 1822.

1901—Jean Gazin, noted French artist, died in Paris; born 1840.

March 28.

1220—Raphael, the painter, died; born 1483.

1769—Margaret Worthington, the celebrated actress, died; born 1718.

1846—The American army invaded Mexico. General Zachary Taylor advanced to the Rio Grande, where he was attacked by Mexicans under General Arista, when the president declared that war ex-Margaret Worthington.

1893—General Edmund Kirby Smith, Confederate soldier in the west, died at Sewanee, Tenn.; born 1824.

1898—Report of Maine inquiry board sent to congress.

1900—Count Benedetti, French ambassador at Berlin during the war excitement of 1870, died in Paris; born 1817.

March 29.

1773—Emanuel Swedenborg died; born 1688. Swedenborg was born at Stockholm, the son of a chaplain, who afterward became bishop and was ennobled.

Emanuel obtained such distinction as a man of science that the king employed his talents in constructing military works. Meanwhile he had made a thorough investigation of anatomy for the purpose, as he declared, of investigating the soul. To speculations in philosophy he devoted the remainder of his life.

1814—Ex-Empress Josephine, divorced wife of Napoleon, died in Malmaison, near Paris; born 1763.

1891—Howard Crosby, clergyman, died in New York city; born there 1826.

1901—James Stephens, noted Fenian leader of the last Irish uprising, died in Dublin; born 1823.

March 30.

1856—The treaty of Paris ended the Crimean war. The principal clauses were the evacuation of conquered territory, the neutralization of the Black sea and the admission of Turkey to the system of Europe.

1895—The United States steam transport General Lyon was burned en route from Wilmington, N. C., to Fortress Monroe, and nearly 500 lives were lost.

1870—Fifteenth amendment to the United States constitution. Section 1 is as follows: The right of citizens of the United States to vote shall not be denied or abridged by the United States or by any state on account of race, color or previous condition of servitude. This with the thirteenth and fourteenth amendments completed the enfranchisement of the negro.

1894—Jane Austin, American novelist, died in Boston; born 1831.

1901—Rev. John Jasper, eccentric negro preacher, who held to the notion that the "sun do move," died in Richmond.

March 31.

1732—Francis Joseph Haydn, famous musical composer, born; died 1806.

1814—The allies entered Paris; first overthrow of Napoleon.

1827—Beethoven died; born 1770.

1855—Charlotte Bronte (Mrs. Nicholls), the novelist, died; born 1816.

1857—John Godfrey Saxe, humorous poet, died in Albany; born 1816.

1896—Admiral Stephen Clegh Rowan, U. S. N., died in Washington; born in Ireland 1808. Rowan distinguished himself early in the war by dashing into the harbor of Elizabeth City, N. C., with a non-descript flotilla, consisting of 12 vessels rigged for war out of old ferries, tugs and river steamers. Regardless of hidden obstructions in the channel, submarine torpedoes, an armed Confederate schooner and a fort mounting 32 pounders, Rowan ran up the signal, "Dish out the enemy," and led off with his flagship. The fort was captured and five out of six ships destroyed.

1892—Destructive tornadoes from Texas to Minnesota; 75 deaths in Missouri and Kansas and many elsewhere.

April 1.

1405—Sultan Timur, or Tamerlane, conqueror of Persia, died.

1578—William Harvey, who discovered the circulation of the blood, born at Folkestone; died 1637.

1820—Reginald Heber, bishop of Calcutta and author of "From Greenland's Icy Mountains" and other hymns, died at Trichinopoly; born 1783.

1873—The White Star steamer Atlantic sank off the coast near Halifax, and 535 lives were lost.

1888—Dr. Emil Bessels, arctic explorer, died; born 1827.

1899—Baroness Clara de Hirsch de Genereux, who left \$100,000 to charity, died in Paris. American and English forces ambushed near Apla; 3 officers and 4 sailors killed.

April 2.

1743—Thomas Jefferson born at Shadwell, Albemarle county, Va.; died 1826.

1791—Count Mirabeau, orator, statesman and revolutionist, died in Paris; born 1749.

1865—Richard Cobden, called in England "the friend of America," died; born 1804. He was eminent also as a free trader. Cobden was the son of a small landowner. He became a large manufacturer; advocated free trade, peace and other radical measures.

1872—Professor Samuel Finley Breese Morse, inventor of the magnetic telegraph, died in New York; born at Charlestown, Mass., 1791.

1896—Benjamin T. Tweed, educator and author, died at Cambridge, Mass.; born 1811.

1900—Dr. St. George Mirvat, noted Catholic scientist, died in Paris; born 1827.

April 3.

1775—Simon Kenton, pioneer of Kentucky and Ohio, born in Fauquier county, Va.; died 1838. Kenton was one of Daniel Boone's companions in the settlement of Kentucky and defense of the border from Indian forays. He served also as a soldier in Charles Wilkes.

1793—Washington Irving, author, born in New York city; died 1859.

1798—Charles Wilkes, U. S. N., hero of the Trent-San Jacinto affair, born in New York city; died 1877.

1802—Admiral Sir James Clark Ross, arctic navigator and discoverer of Victoria Land, died; born 1800. Sir James served with his uncle, Sir John Ross, in the first voyage of the latter to discover the northwest passage, 1818. Later he made three voyages under Captain Parry. In 1839 he was appointed commander of the Erebus and Terror expedition to the antarctic regions. The result was published in 1847.

1881—Earthquake on the island of Chilo in the Aguan sea; 3,612 persons killed and 1,300 injured.

1900—Joseph Louis Francois Bertrand, noted French writer and scientist, died in Paris; born 1822.

April 4.

1774—Oliver Goldsmith, poet and miscellaneous writer, died in London; born in Ireland 1730.

1841—President William Henry Harrison died.

1865—President Lincoln entered Richmond. The president was with Grant at Petersburg when word came of the fall of Richmond. He went there immediately. His acts and speeches in the southern capital were kindly and pacific.

1897—Ex-Governor William Marshall of Minnesota died; born 1825.

1901—D'Oyly Carte, noted theatrical manager, died in London. Roland Reed, popular American actor, died in New York city; born 1853.

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