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#### ALABAMA HIGHWAYS

GROWING SENTIMENT IN FAVOR OF BETTER COUNTRY ROADS.

Relation of Good Roads to Public Schools-Accessibility a Factor In Education-A State Is Measured by Tes Bonds.

The counties of southern Alabama met in convention at Mobile recently and organized a good roads association, elected officers and adopted a series of resolutions demanding such legislation as will place the state in a position to plan and construct public roads in a more scientific manner than at present obtains.

The Hon, J. W. Abercromble, superintendent of public instruction for the state of Alabama, discussed the subject of "Good Roads and Their Relation to Country Schools." He spoke in part as follows:

"The enrollment in the white schools of Alabama is only 64 per cent of the school population. In the colored schools it is only 48 per cent. Deducting 25 per cent for withdrawals and irregularity in attendance, which is a very low estimate, we have a daily attendance in the white schools of 48 per cent of school population and in the colored schools a daily attendance of 36 per cent. In those states where the roads are good the average dally attendance is from 25 per cent to 50 per cent greater. It is reasonable to conclude then that something besides general interest is necessary.

and intense, the enrollment and attendance will be regulated greatly by the cost of going. For several years our common schools have been practically free. Now they are entirely free for at least four months in the year. Yet reach the patient more quickly and the attendance is not as large or as regular as it should be-not as large or as regular as it is in many other states. Hence we conclude that something besides general interest and free tultion is needed.

"Somebody may suggest that the great necessity is a competent teaching force. It is conceded, I believe, by those who are experienced in such matters that no school can be a success, in the fullest sense of the term. without a thoroughly qualified teacher. one in whom the people have faith. It was for that reason that the lawmaking power established recently a new system for the examination and certification of teachers, by which the qualifications of the teachers in the public schools have been increased more than 100 per cent. The board created for that purpose has labored faithfully and impartially and fearlessly to eliminate from the ranks of the educators those who are not qualified for the service. Great things have been actendance upon the schools, the country schools especially, is too frequently small and irregular. Something is necessary other than general interest or

free tuition or qualified teachers. "A school may have all these things, may be perfectly equipped as to building, furnishings and trained teacher, and at the same time prove to be a failure on account of lack of accessibility. Accessibility depends upon the quality of the public roads. Our good public roads are on a par with our good schoolhouses. The one would be about as difficult to find as the other. What is the encouragement to erect good buildings along impassable highways? We do not build good residences even in such places. Business establishments and industrial enterprises do not flourish there. Inaccessibility and high civilization seldom accompany each other. Senator John T. Morgan spoke truly when, in a recent letter to Mr. L.

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L. Gilbert, secretary of the Montgomery Commercial and Industrial association, he said: 'Not only are good roads pleasant and ornamental features of a country, but they are the wisest and most economical bestowal of money and labor. Every civilized country is measured by its roads as much as it is by its industries in the estimate that men place upon its value.' It is possible to have good roads without good schools, but it is absolutely impossible to have the best of schools without good roads. As a rule, the efficiency of a country's common schools may be measured by the condition of its pub-

President D. P. Bestor of the board of trustees of the Medical College of Alabama discussed good roads in their relation to the medical profession and the patient. He said the good roads movement had been making splendid progress. It must be remembered that it took nearly 100 years to get the central government interested in the question of rivers and harbors. Even Calhoun and King, who was an Alabamian, had been opposed to making these appropriations, and other great statesmen had been slow about taking up the question of internal improvements. But the good roads movement had met with a prompt public response, and there was much to be thankful for.

Coming down to the question of the physician's interest in good roads, he said during a recent visit to another state he was impressed by the fact that many of the physicians used bicycles. They could not do it in Alabama. In the state to which he referred the physicians only charge \$1 for a visit. An Alabama they "Though the interest be widespread charge \$3. They had to do it, and the bad condition of the public roads was responsible for it. Better roads would mean that the physician, whose lot is a hard one at best, would endure fewer hardships and he would be able to would be able to do a better part by the patient.

NEED OF GOOD ROADS.

They Cost Money, but In the End Are Chenper Than Poor Ones.

The greatest need of the country is good roads. To have good roads we must have a good road law, says Texas Farm and Ranch. To have a good road law the people who use roads must be made to comprehend their val-Then they will demand of state and county legislators to proceed to

solve the problem. Good roads cost money, and myopic taxpayers have objected to any practical system on that account, whereas bad roads cost a great deal more than telford or macadam. There is no lack of facts and figures to prove this statement true. Railroads, telegraphs and telephones are great modern agencies of civilization, and if there is an excomplished in that direction. Our ception to the rule that civilization teachers are better fitted for efficient follows these institutions we have failservice than ever before. Yet the at- ed to find it or hear of it. But bad country roads greatly retard the civllizing process, besides levying the heaviest tax known to civilization.

Rural mail delivery is largely dependent upon the character of our roads, and would be well nigh impracticable on the muddy lanes of the Texas black waxy section in wet weather. Therefore, to enjoy the benefits of a daily mail, our people must go to work systematically to make better roads. What matters it if a road costs \$3,000, \$6,000 or even \$10,000 per mile if, after it is made, every person who uses it will feel glad that the expenditure was made?

Miss Blake's Turkeys. Miss Sallie Blake, who lived in Calvert county, Md., like many country people, was in the habit of gathering chicken grapes in the fall for the purpose of making a palatable and stimulating decoction by pouring over the grapes the proper quantity of whisky and allowing the mixture to stand for the necessary time. It happened on one occasion, after the contents of a demijohn containing the decoction had been exhausted, that Miss Blake emptied the whisky soaked grapes on the ground, where her fine brood of turkeys gobbled them up.

The turkeys became drunk-so drunk, in fact, that they were soon lying on the ground, sleeping off their jag. Miss Rlake, not realizing the cause of their stupor, thought they were dead. In order to realize as much as possible out of the supposed dead turkeys she had them picked so as to get the feathers, and the carcasses were thrown outdoors. The next morning Miss Blake was surprised to see her turkeys walking about. They were alive, it is true, but such a spectacle as they presented, with only their tail and wing feathers. she had never seen before. In order to protect them from the cold she bought enough red flannel to make each of them a comfortable coat to replace the feathers. The turkeys were soon stalking about wearing their red coats and were the wonder of all beholders.—Baltimore Sun.

Plant Trees by the Rondside.

VAN ORSDALL & ROSS How much and at what little cost could the roadways of the country leading to the large cities be beautified if each farmer should give a little time to the planting of trees and shrubbery along the way!

A POOR MARKSMAN



He (after missing everything all morning): "I can't understand it, Marie. I don't seem to have any better luck today than I had yesterday." She: "Of course not, Freddy. The birds are not any larger."



I .- 1. Found in a book. 2. To be in a fury. 3. To bet or stake. 4. A pledge or a challenge. 5. A wise man; a plant or herb. 6. An inclosure for confining birds or other animals.

II .- 1. A portion. 2. A carriage with two wheels. 3. A small hard excrescence on the skin. 4. Severe. 5. An emporium. 6. To throw. 7. An animal.

No. 77 .- Charade.

My FIRST is old and yellow. Withered and seamed by age; A most discerning fellow, Oracular and sage

My LAST comes in the winter, But not in storm or blast; The sluggard and the printer Will often take my last.

WHOLE is a goddess of fabulous fame a long line of articles somewhat the

No. 78 .- Central Acrostic.

All the words described contain the same number of letters. When rightly guessed, the central letters, reading downward, will spell the name of a famous sovereign.

Crosswords: 1. A small, close fitting hat. 2. Any animal not human. 3. Troublesome insects. 4. Swiftness. 5. Curves. 6. A large stream. 7. A thoru. 8. Gathers. 9. A timeplece. 10. To nt. 11. A missile weapon. 12. Value. 13. A vital organ.

No. 79 .- Characteristic Initials. Each initial designates the name of one of Dickens' characters.

1. L. D. 2. M. T. 3. M. C. 4. B. W. 5. B. H. 6. E. W. 7. S. W. 8. J. B. 9. E. S. 10. C. C. 11. B. S. 12. O. T. 13. P. D. 14. N. N. 15. D. C.

No. 80 .- An Aquarium. 20 0 0 06 011

Frame: From 1 to 2 (five letters), a sandy shore; from 1 to 3, tall grasses found in wet places; from 1 to 4, concreted masses of stony material; from to 5, an aquatic plant with long, ensiform leaves.

Horizontals: From 2 to 6, the American fish called whiting; from 7 to 8, sometimes called an alligator; from 1 to 12, a certain fish inhabiting lakes and deep waters; from 10 to 11, an arctic sea bird; from 9 to 13, a slender marine fish having only two dorsal fins; the bottom letter, 1, the initial of a fish allied to the balibut.



What well known proverb does the cture represent?

No. 82.-Crossword. First is in class and also in school; Second in cotton and also in spool;

Fourth is in past, but not in late; Fourth is in past, but not in fresh;
Fifth is in stale, but not in fresh;
Sixth is in bones and also in flesh;
Seventh in pitchers and also in bowls; Whole is something an engineer holds.

No. 83 .- Word Squares. I.-1. A piece of money. 2. A thought.

3. To become liquid. 4. Corrodes. II.-1. A kind of tree. 2. A steeple, 3. The plural of a kind of fresh water fish. 4. To build. 5. Collections of

III.-1. A horizontal surface. 2. A person banished. 3. A country residence, usually of a rich person. 4. A feminine name. 5. Rested upon.

No. 84,-Riddles.

1. I am an article which is useless until in some measure destroyed. 2. I am an article which is always

thirsty. 3. I am always holding up what is lovelier down.

4. I have a very snippy disposition. 5. I am a small, refined scoop.

The Difference.

What's the difference between a biped and a quadrupeG? About two feet.

Key to the Puzzler.

No. 69.-Number Puzzle: Ninety-nine and nine-ninths.

No. 70.-Money: 1. Eagle. 2. Cent. 3. Guinea. 4. Pound. 5. Quarter. 6. Nickel.

No. 71.-Riddle: Fawn, faun. No. 72 .- Phonetic Additions: 1. Sirten, certain. 2. Jur-ten, curtain. 3. Shore-ten, shorten 4. Fry-ten, frighten. Mole-ten, molten. 6. Lie-ten, lighten. 7. Tie-ten, tighten. 8. Hie-ten, heighten. No. 73.-Diamond: 1. P. 2. Map. 3. Pores. 4. Portray. 5. Mortified. 6.

9. Years. 10. Dry. 11. S. No. 74.-Word Building: 1. A. 2. At. 8. Rat. 4. Wart. 5. Water. 6. Watery. No. 75.-Beheadments: R-owed. R-an. F-aint.

Particulars. 7. Perfumery. 8. Sailers.

Durability of Roads

The durability of roads depends largely upon the power of the materials of which they are composed to resist those natural and artificial forces which are constantly acting to destroy them. The fragments of which they are constructed are liable to be attacked in cold climates by frost and in all climates by water and wind. If composed of stone or gravel, the particles are constantly grinding against each other and being exposed to the impact of the tires of vehicles and the feet of animals. Atmospheric agencies are also at work decomposing and disintegrating the material. It is obviously necessary, therefore, that great care be exercised in selecting for the surfacing of roads those stones which are less liable to be destroyed or decomposed by these physical, dynamical and chemical forces.

Restoring an Old Road. A California association is making an effort for the restoration to usefulness of El Camino Real, the royal road, or the king's highway, which was traveled by the Franciscan missionary friars in the days, more than a century ago, before the "gringos" invaded the land. This road was the most direct route practicable between the pueblos and the missions. It ran through very many of what are now the counties of the state, and the supervisors in these counties have been asked to aid the movement. Many of them have con-

Interest In Roads.

In the past few years increasing in-terest in the matter of good roads has caused such an agitation in congress that men who have their hand on the pulse of their constituents have begun to recognize that an intelligent and liberal support of all efforts to give there oughfares and highways to their people will be demanded of them by the whom they represent.



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THE DOMESTIC LAUNDRY

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