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Meets in Secret Society hall, second and
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Kees, Record Keeper: E. D. Estabrook,
Commander.

PENDLETON LODGE, NO. 52, A. F. AND A. M., meets first and third Mondays of each month. Visiting brethren welcome. T. J. Tweedy, W. M.; Joe H. Parkes, Sec.

PENDLETON CHAPTER, NO. 28—T. C. Taylor, H. P., F. F. Wamsley, secretary, meets second and fourth Fridays of each month in Masonic hall. DAMON LODGE, NO. 4.—KNIGHT OF Pythlas L W. Held, C. C.; R. W. Fletcher, K. of R. and S. Meets every Monday in Secret Society hall.

MODERN WOOMEN OF AMERICA.

Tutullla Camp, No. 6399. Meets first
and third Mondays of each month at Odd
Fellows' hall. George A Hamblin, Consul; G. A. Robbins, Clerk.

WOODMEN OF THE WORLD—REGULAR meetings of Pendleton Camp, No. 41, W. of W. are held in Secret Society hall every Saturday evening. Visiting neighbors are always welcome. J. P. Walker, Clerk; A. J. Owen, C. C.

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I. C. MAJOR. Local Manager



"There's something wrong about Christmas. I can't understand it."
"What is it?"
"Why, everybody gives away more than he gets, and nobody gets as much as be gives away. Where does all the other go to?"

OLD EMPLOYE TELLS SOME INSIDE FACTS.

Discusses Terrible Collision at Byron, California, Where 25 People Per ished-Traffic so Heavy That Men and Machinery Are Run to the Lim-

it of Endurance. An old employe of the Southern Pacific in speaking of the recent wreck at Byron, Cal., in which 25 people lost their lives, tells some plain the wreck:

"A wreck is always passed up to the men who run the train and this case is no exception to the rule. Everybody is saying that the engine crew of the flyer ought to have stop-ped in time, or the train crew of the Owl ought to have warned the flyer earlier, but no one stops to figure out why the Owl should have been sent out with an engine that would absolutely come to a stop from leakage in the boiler before her run was ended. The Subject of Discussion at the An-

People are saying that the engineer of the flyer ought to have seen the lights on the Owl or the light of the brakeman, or that the brakeman ought to have got farther down the track, as the trend of their argument may be, but they don't stop to ask why the engine of the Owl should have broken down at all.

Pet Train of the Line.

"The Owl is the pet train of the Southern Pacific Company. It is the fastest train that they run, and being the first fast limited train that they put on their line it has been the pride of the road. To the Owl have been assigned the finest cars and the fastest engines, and the train or engine crew that got a run on the Owl economical theories were argued by felt that they were honored, for only Professor John B. Clark, of Columbia picked men were used.

"The best engines on the road were set to pull the Owl, and when an en-Carver of Harvard, Professor Simon gine is hooked on to the train that N. Patton, of the University of Pennbreaks down before the run is ended sylvania and Alvin S. Johnson, of Coit means that the equipment of the Southern Pacific Company is being oun just as long as it will turn a

Under Terrible Strain.

"This is a fact. The traffic over the lines of the Southern Pacific Company is so great at present that the tion of Indiana. The city is decementive power and car departments and given over to the travelers.

"As a matter of fact, engines are dergoing repairs. The public does not hear of the number of break-downs that take place daily through defective machinery. There are hundreds of incidents similar to the one that tied the Owl up at Byron the other night, but they are not heard of

train. He takes the engine and the cars assigned to him and he has to make his run whether the boiler leaks or there are flat wheels on the coaches or not. It can hardly be traced to the division officials, for they are forced to handle the traffic that is de-posited upon their division. It is simply the fact that the traffic is so heavy that the equipment is being used until long after it should go into the shops."

Asleep on His Seat.

In support of his statement of this man comes a story from Los Angeles from another source. An engineer, a relative of a state official of California, was making the run from Yuma truths about railroading, which apply to all roads. The public knows nothing of the inside history of wrecks, and usually lays all the blame upon back to Los Angeles. When he reached to have been ordered to take the train back to Los Angeles. When he reached to his hope to back to Los Angeles. and usually lays all the blame upon some dead employe. A little investigation will lay the blame where it rightfully belongs. A conductor on the Oregon division of the Southern Pacific, has the following to say about the wreck: out of Pomona until he was given a brakeman, fresh and thoroughly awake, to stand at his elbow and keep him awake until they reached Los Angeles.

These stories show the point of view of the railroad men upon the question of wrecks in general and this one in particular.

REGULATION OF RAILROADS.

nual Convention of the American Economic Association. Philadelphia, Pa., Dec.

public regulation of railroads was the general subject of discussion at this morning's session of the annual convention of the American Economic Association. Papers treating on the subject from various viewpoints were presented by Interstate Commerce Commissioner Charles A. Prouty, Vive-President Walker D. Hines, of the Louisville & Nashville Railroad; Professor Emory R. Johnson, of the University of Pennsylvania, and Pro-fessor B. H. Meyer, of the University

Professor John B. Clark, of Columbia University, John A. Hobson, of London, England, Professor Thomas N. Carver of Harvard, Professor Simon lumbia University.

Indiana Commercial Travelers.

Terre Haute, Ind., Dec. 27.—Del gates are arriving in consideral numbers for the annual convention motive power and car departments are strained to the utmost to furnish cars to carry the traffic and engines to haul the trains when they get them made up.

Public Does Not Know.

and given over to the travelers, day was devoted to welcoming the visitors and this evening an elaborator reception is to be given in their both or the control of the cont wention will be held tomorrow most important matter to receive at tention is a proposed revision of the law in regard to insurance, the proposed revision of the law in regard to insurance. osition being to make the assessment on the age basis, instead of unif for all members.

Nest of Kittens.

It is remarkable how harmon other night, but they are not heard of until a wreck comes. Then an investigation is at once begun to see whether it was the engineer, the fireman, the conductor or the brakeman who was responsible.

"A trainman has no power over his tens.—Salem Journal.

BOARD AND LODGING.

EMPIRE LODGING HOUSE, CORNER OF E. Court and Johnson streets. Good large, clean rooms with comfortable beds. Rates 20c and 50c a night. Thos. Smart.

HOTEL ALTA, CORNER ALTA AND Mill streets. Board by the day or week. Good table set. Rates \$4 and \$5 per week. Pendleton Feed Yard in connection. L. Neff, prop.

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THE ST. GEORGE RESTAURANT REGU lar meals 25 cents. Short orders a specialty Open day and night. T. A. Oldfather, Prop. THE STRAHON ROOMING HOUSE 618 MAIN street, Mrs. H. E. Cooper, Prop. Everything new and strictly first class. Rates 25c, 16c and \$1 per day.

THE WHITE LODGING HOUSE, not SOUTH Main street. Mrs. Mary Williams, Prop. Housekeeping rooms and lodging rooms, Grood comfortable rooms and clean, well kept beds. Lodging 25 cents.

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RUBBER TIRE BACK, NEW AND VERY lates style, for the service of the public. C. D. Carim and Jan. S. McKay, props. Call at the Commercial livery stable or tele-phone main 161 and the back will call for

CITY CAB LINE, ERWIN BAKER, PROP. Telephone main 353. Stand in front of French restaurant.

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JOE H. PARKES, OFFICE COTTONWOOD St. Opera house block ; land office bus-lness, such as filing of claims and initiating contests a specialty.

JOHN HAILEY, JR., U. S. LAND COM missioner—Specialty made of land filing and proof: insurance and collections. Of fice in Judd building, room 19.

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GEORGE-O'DANIEL, NEW AND SECOND hand goods bought and sold. Court St., Opera house block. Call and see him.

V. STROPLE, DEALER IN SECOND hand goods. If there is anything you need in new or second-hand furniture, stoves, granite ware and crockery, call and get his prices, No. 212 Court street.

FOR SALE.

OLD NEWSPAPERS—TO PUT UNDER carpets, on shelv,es walls, or for wrapping purposes. Old newspaper in large bundles of 100 each at 25 cents a bundle at the EAST OREGONIAN office, Pendleton, Oregon.

FOR SALE AT THE EAST OREGONIAN office, large bundles of newspapers, containing over 100 big papers can be obtained for 25 cents a bundle

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LOST A PURSE IN ONE OF THE DRY GOODS stores or on Main street; contained less than to in cash and a postal money order bearing owner's name. Finder will be rewarded by returning same to this office.

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WANTED-YOUR ORDERS FOR ENGRAVED cards, wedding invitations, etc; 100 engraved visiting cards with plate, \$1.50; additional cards in future, \$1 per hundred. The East Oregonian.

MISCELLANEOUS.

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NOT A RELIEF BUT A CURE

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Mr. C. A. Perrin, Helena, Mont.
Dear Bir:—I have nearly finished the former bottle and am practically well. My case was one most physicians would have pronounced incuiable. My appetite is good, have galased 10 pounds in weight and feel like a new lease of life was given me. One of the bottles I send for this time is for a friend and the other for myself, as I do not intend to be without it.

T. B. HARRIS. T. B. HARRIS.

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CHICHESTER'S PILLS



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THE CITATES TO SEE			
Time Schedule From Pendleton	PROW		
Pertland Special No. 1	The Bast 8:00 s.m.		
Chicago Special No. 2	Portland 5:40 p m		
Mail and Express No.5	The Best 1:45 a m		
Mail and Express No.6	Portland 4:45 a m		
Pendleton Passenger No. 7	Spokane 5360 p m		
Spokane Passenger No. 8			
Pendleton Branch Mixed Train No. 41	1:00 p m		
Walla Walla Branch Mized Train No. 42	Lan.		
	Pertland Special No. 1 Chicago Special No. 2 Mail and Express No.5 Mail and Express No.5 Pendleton Passenger No. 7 Spokane Passenger No. 8 Pendleton Branch Mixed Train No. 41 Walla Walla Branch		

Ocean and River Schedule.

*	PROM PORTHAND.		
	8:00 p. m.	All sailing dates sub- ject to change. For San Francisco Sail every 5 days.	4 100 p. m
	Daily except Sunday 8:00 p. m. Saturday	Columbia River To Astoria and Way Landings.	4:00 p. m. Sunday

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