

**FOR DESSERT, SUNDAY, JANUARY 11, 1903.**

Try JELL-O, prepared according to the following recipe:

**BANANA CREAM**  
Peel five large bananas, rub smooth with five tablespoons of sugar; add one cup of sweet cream beaten to a stiff froth, then one package of lemon Jell-O dissolved in one and a half cups boiling water. Pour in molds or cups, and when cold, garnish with candied cherries and serve with this cream.  
A nice dessert for any meal at any time. Four flavors—Lemon, Orange, Raspberry and Strawberry.  
At grocery, 10 cents.

GET A PACKAGE TODAY

**RECORD OF THE PAST.**

What Stronger Evidence Can the Reader Ask for?

Look well to the record. What they have done many times in years gone by is the best guarantee for future results. Anyone with a bad back; any reader suffering from urinary troubles from any kidney ills, will find in the following evidence proof that relief and cure is near at hand.  
Eugene E. Lario, of 715 20th Ave., ticket seller in the Union Station, Denver, Colo., says: "You are at liberty to repeat what I first stated through our Denver papers about Doan's Kidney Pills in the summer of 1896, for I have had no reason in the interim to change my opinion of the remedy. I said when first interviewed that if I had a friend or acquaintance suffering from backache or kidney trouble, I would unhesitatingly advise them to go to a drug store for Doan's Kidney Pills and take a course of the treatment. I was subject to severe attacks of backache for a considerable length of time, always aggravated if I sat long at a desk. It struck me while reading a newspaper that if Doan's Kidney Pills performed half what they promised, they might at least help. This induced me to try the remedy. It absolutely stopped the backache. I have never had a touch of a twinge since."  
For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.  
Remember the name—DOAN'S—and take no substitute.

**THE ILL-FATED SHIP**

**BATTLESHIP OREGON MEETS SECOND MISFORTUNE.**

Encounters a Typhoon in Mid Ocean—Terrible Storm Makes Havoc With the Rigging—Damaged \$100,000 by the Gale.

Last month's dispatches told briefly of the terrible time that the battleship Oregon had in a typhoon on her passage from Honolulu to Yokohama. Dr. Blackburn, pastor of the First Presbyterian church of Portland has received word from his son, J. H. Blackburn, describing the experiences which will make it necessary for the Oregon to be laid up for several months to be repaired at an expense of \$100,000. Passed Midshipman Blackburn's letter gives the following vivid picture of the manner in which they weathered the storm:

"On the morning of November 29 the barometer dropped rapidly, and we made all preparations to secure for the storm. Great steel battens or plates were bolted down over the hatches, ventilators removed and plates substituted. By noon the wind had increased to a gale, and at 1 o'clock the captain deemed it best to 'heave to.' So we lay there, our screws and helm working just enough to keep head to sea.  
"At 5 o'clock the starboard lifeboat was battered to pieces and cut adrift. We ate our dinner seated on transoms or holding firmly to a stanchion. It consisted of sandwiches and coffee. At 8 that night I was called to the bridge. It was a difficult trip. To loose hold of something permanent was death, for no boat could live in that sea.  
"The waves were about 65 feet high though they looked double that. To have been caught broadside would have swamped the ship. At 11 the double bottoms were closed and locked, and the doors to the watertight compartments made ready to shut at a moment's warning. I went to the bridge to report to the captain and navigator.  
"Just as I reached them the steering gear became disabled. The storm was a hurricane, a shame a Kansas cyclone. In 40 seconds required to connect the reserve steering gear the ship turned a bit in her course, and the sea struck her abait the beam. She trembled like a victim of 'buck ague.'

"Glancing to my left I saw a great wave of green sea coming into the charthouse. I yelled 'hold fast' to the captain and navigator, and was washed against the side of the house. Jumping to my feet I carried a message to the deck officer to 'run before it' a last resort, and in this case a successful one.  
"I had hardly reached the bridge when the boatswain's mate of the watch shouted: 'Sir, something has given way. The gun deck is flooded to the beam.' I rushed as fast as the wind would let me down to the superstructure deck, there to meet waist-deep water and to dodge chests and ventilators floating about. The tarpaulins over two hatches had been torn like paper, flooding the main deck, where I found the water to my chest.  
"Men were swimming from their hammocks. The galley fires were out. Spars, chests and the heavy lineolium were floating to the peril of life. When the ship came out of the wave the lee door to the veranda was opened and that in part drained the superstructure. All floating objects were thrown overboard and we formed a bucket line to bail that part of the ship.  
"After midnight I went down to the berth deck and found everybody bailing. All my clothing in the lower drawers were soaking in oily brine. The electric lights were out. All we had was candles. Others fared no better. By 3 o'clock most of the water was out and I 'turned in' on the transom. Next morning the wind had gone down, but the sea was so heavy that we still 'lay to.' We had been carried 120 miles out of our course. Both life boats were lost;



two cutters and the captain's gig were in kindling wood.

"One steam launch had its back broken. Two of the three dynamos were ruined, and only the lightning presence of mind and skill of the electrician on watch saved the other one. For a while the electricians worked in a temperature of 147 degrees. They could only watch five minutes at a time. The loss to the ship will not be less than \$100,000.  
"The Oregon reached Yokohama December 13, from which place the above was written. She will probably be laid up for repairs for several months.

**"THE INLAND EMPIRE."**

Origin of the Name of the Great Basin East of the Cascades.

A reader inquires about the origin of the term "Inland Empire," so often used in that paper in defining Spokane's commercial history. The Spokesman-Review regrets its inability to name the author of the phrase. The term was more or less in general use when the writer came to the Pacific Northwest in 1881. About that time a paper called the Inland Empire was published at The Dalles, in Eastern Oregon, and the writer has an indistinct recollection that Thomas B. Merry, an old-time Oregon newspaper man, who published and edited it, lay claim to the honor of coining the phrase, says the Spokesman-Review.

At that time the term was generally understood to apply to all those parts of Oregon and Washington lying east of the Cascade mountains, and to include as well Southern Idaho. In more recent years, Northern Idaho, Western Montana and Southern British Columbia, by common consent, have been "annexed."  
The expression is a happy one for local application, but it must be admitted that it is rather meaningless to Eastern readers. There is no better term, however, at hand, unless the region be rechristened "the Spokane Country."

**Wisconsin Cheesemakers.**

Milwaukee, Wis., Jan. 9.—At the concluding sessions today of the annual convention of the Wisconsin Cheesemakers' Association the following papers were presented and discussed: "How to Pay for Milk at Cheese Factories," H. Anderson; "Some Hints Upon the Construction and Equipment of Cheese Factory Buildings," U. S. Baer; "The Babcock Milk Test and the Cheesemaker," Prof. F. W. Wolf, of the Wisconsin experiment station; "Fancy Brands of Cheese, Their Manufacture and Sale in the United States," John Luchsinger; "Swiss Cheesemaking Methods of Manufacture," Fred Marty; "Will the Acidimeter Replace the Rennet and Hot Iron Tests in Cheesemaking?" Prof. H. H. Dean.

**Admiral Melville to Stay.**

Washington, D. C., Jan. 9.—Rear Admiral George W. Melville reached the retiring age of 62 years today, but by special order of the secretary of the navy, he will continue to serve as engineer-in-chief of the navy, a position in which he has made a most excellent record, until next fall. This is the first instance in which a retired officer has served as chief of a bureau, with the exception of that of Captain Samuel C. Lemly (retired), who is still judge-advocate-general of the navy.

**AT THE FRAZER.**

"Zaza" Will Be Given Tonight With Florence Roberts in the Title Role.

"Zaza," the drama of the emotions, with which David Belasco has created such a sensation in the theatrical world, with Florence Roberts, the gifted and popular actress in the title role, comes to the Frazer tonight. This play is to be magnificently presented so far as the stage settings and scenery are concerned, and with the capable support that has been accorded Miss Roberts the theatergoers may confidently anticipate a dramatic treat such as they are seldom able to enjoy. Messrs. Belasco and Thall, who are directing the tour of Miss Roberts and her company, have the highest reputation for presenting only leading attractions and coupled with the standing occupied by the actress herself, makes assurance doubly sure that a most elaborate and artistic production of "Zaza" will be given.

**Jackie to Enter the Ring.**

New York, Jan. 9.—With the ambition to become featherweight champion of the prize ring, Robert H. Calhoun, a "Jackie" at the New York navy yard, left the service this morning. He will return to his home in Philadelphia for a brief rest before looking for challenges. Calhoun is only 29 years old, but a splendid specimen of the American naval seaman. When in trim he tips the scales at 127 pounds. Throughout the navy he has the reputation of being the champion at fighting, and a short time ago, aboard the battleship Alabama, he fought 12 rounds to a finish with one Spike O'Toole, a marine, and won. Monte Cross, the ball player, has taken to pilot Calhoun in fame and fortune and is already looking over the field with a view to issuing challenges for his man.



THEIR DECISION.

Rastus Lippincott—Here was a debate at the Darktown Club tonight to decide whether it was proper to hit a lady with 'er hat.  
Gus Jones—How did they decide?  
Rastus Lippincott—Dat it was safer to use a axe.

Friend—And to what do you attribute your immense holiday trade? Dry Goods Man—Well, we positively remove the price mark from packages.—Brooklyn Life.

**WANTS TO REMARRY**

**ALABAMA JUDGE FORGETS PART OF DIVORCE.**

The Husband Who is Widowed Cannot Remarry, and Petitions the Court for That Right—Interesting Bit of Legal Phrase.

One of the interesting petitions that frequently creep into courts, along with the dry and technical papers that find their way into the same channel, is one from a man, who was divorced by an Alabama judge, but was not granted the right to marry again, as was his former wife. After standing it as long as he was able, he sent the following plea for judicial mercy and after reading it, one cannot but hope that his request was granted:

Ex parte Samuel Rice. To the Hon. H. A. Sharpe, Judge of the Court in Birmingham, in Equity:  
Your petitioner, Samuel Rice, of Mobile, Ala., would deferentially represent that on the 10th day of January, in the year of grace 1901, your honor dissolved the connubial ties theretofore existing between petitioner and consort, Annie Rice, granting her a divorce vinculo et matrimonii, with the bestive privilege therewith annexed of marrying again, a privilege it goes without saying, she availed herself of with an alacrity of which had a ( ) as a motive for her pursuit; but on this vital point your honor extended to petitioner only the charity of your silence.

Petitioner has found in his own experience a truthful exemplification of holy scripture, "that it is not well for man to be alone," and seeing an inviting opportunity to superbly ameliorate his forlorn condition, by a second nuptial venture, he finds himself circumvented by an Ossa Pellon obstacle which your honor alone has power to remove.

His days rapidly verging on the serene and yellow leaf, the fruits and flowers of love all going, the worm, the canker and the grief in sight, with no one to love and none to care for him, petitioner feels an indescribable yearning, longing and heaving to plunge his adventurous prow into the vexed waters of the sea of connubiality. Wherefore, other refuge having none, and wholly trusting to the tender benignity and sovereign discretion of your honor, petitioner humbly prays that in view of the accompanying facts of a great cloud of reputable citizens, giving him a phenomenally good name and fair fame, you will have the compassion on him and relieve him of the hymenial disability under which his existence has become a burden, by awarding him the like privilege of marrying again, thus granting him a happy issue out of the Red Sea of troubles into which a pitiless fate has whelmed him. For comforting as the velvety touch of an angel's palm to the fever-racked brow, and soothing as the strains of an Aeolian harp when swept by the fingers of the night wind, and dear as those ruddy drops that visit these sad hearts of ours, and sweet as sacramental wine to dying lips, it is then when life's fitful fever is abating to its close to pillow one's aching head on some fond wifely bosom and breathe his life out gently there.

And in duty bound to attain the possibility of compassing such measureless benediction petitioner will pray without ceasing in accents as loud and earnest as ever issued from collateralibus lips.

Out of a population of 60,000 in Waterbury, Conn., from 27,000 to 29,000 are Irish or of Irish descent. They predominate in municipal affairs and their societies are the strongest in the city. It is one of the few cities in the country where Gaelic is taught in night schools.  
With the modern steel framing, a building can with safety be carried to seven and a half times the diameter of its base. Thus an ordinary business building could be erected to a height of 1500 feet.

**Why**

Keep complaining of the quality of your butter? There is only one

**Best.**

And that is

**MAPLE LEAF**

40c per pound.

This butter is made at a private dairy and we take the entire output.

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prove that a course with us pays, for we have done for young people in great numbers, because of improved methods our school is always spoken of in high terms in all respects. Superior teaching, thorough work, has given it a high standing. Open all the year; students admitted at any time; catalogue.

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



Headquarters for Traveling  
Commodious Sample Rooms

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Special rates by week or month.  
Excellent Cuisine.  
Prompt Diningroom Service  
Every Modern Convenience

Bar and billiard room in connection

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**GOLDEN RULE HOTEL**

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HEATED BY STEAM  
LIGHTED BY ELECTRICITY

American Plan, rates \$1.25 to \$2.00 per 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

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Elegantly Furnished  
Steam Heat

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

ROOM RATE - 50c, 75c, \$1.00

**THE PORTLAND**

PORTLAND, OREGON  
American Plan, \$1 per day and up.  
Headquarters for tourists and commercial travelers. Special rates made to families and schools. The management will be glad to entertain gentlemen. The management will be glad to entertain gentlemen at all times to show rooms and give prices. The modern Turkish bath establishment in the building.  
H. C. BOWEN, Manager

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By Using the Perfected Match Lighter Gasoline Gas Lamp

The PERFECTED can readily be lighted with a perfor match.  
It gives 15 times the light of a common kerosene lamp at half the expense and care.  
It has a Nickel-Silver generator which does not scale from the action of heat, and clog the tip as brass does.  
We have Match Lighting Lamps from \$2.75 up.  
Write for circulars and prices.

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Inventors & M'fs  
43 Third St.,  
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All standard brands gas and gasoline mantles—wholesale and retail.

Agents wanted in every town in U. S.

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Building paper, lime, cement brick and sand. Wood gutters for barns and dwellings a specialty.

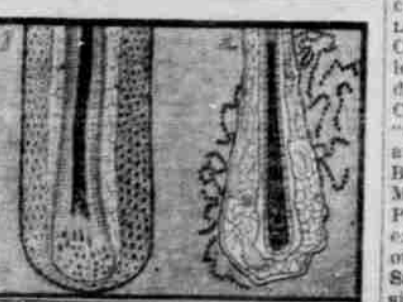
**Oregon Lumber Yard**

Alta St., Opp. Court House

**PENDLETON - UKIAH**

**STAGE LINE**

STURDIVANT BROS., Props.  
Stage lines between Pendleton and Ukiah, except Sundays at 7 a. m., for Ukiah and intermediate points.  
Rates: To Pilot Rock, 75c; Pilot Rock and return, \$1.25; To Nye, \$1.25; Nye and return, \$2.00; To Ridge, \$1.75; To Ridge and return, \$2.50; To Albia, \$2.25; To Albia and return, \$3.00; To Ukiah, \$1.50; To Ukiah and return, \$2.25.  
Office in Golden Rule Hotel, Pendleton



**Health and Disease**

as illustrated in the Scalp. Fig. 1 shows a section of a healthy hair magnified. Fig. 2 shows the deadly effect of the DANDRUFF GERMS that are destroying the hair root.

Destroy the cause you remove the effect.

No Dandruff, no Falling Hair, no Baldness, if you kill the germ with

**NEWBRO'S HERPICIDE.**  
For Sale by all Druggists.  
Price \$1.00.