

"The Breakers"

Where to Stop at North Beach.

The Breakers Hotel is conducted to attract the best patronage, and is a summer hotel that is unsurpassed on the Pacific Coast north of the famous California beach resorts.

The building has an ocean front of 100 feet, is 76 feet wide and four stories high, or 73 feet from the ground floor to the top of the observatory.

It has handsomely furnished rooms, single or en suite, for 250 guests, each room being carpeted.

The house is lighted by electricity with electric lights and electric call bells in every room, and these lights make it one of the most brilliant beacons on the entire coast.

The entire lower floor is thrown open to the public, and, being beautifully carpeted, the spacious reception room and large airy halls always form favorite gathering places for guests. The billiard and pool room is also quite popular for merry gatherings.

An Aeolian and Pianola in the commodious parlor furnishes delightful music at all times, and musicals are pleasant features during the entire season.

The Breakers has a regular orchestra which furnishes music for informal dances and balls, and the large dining room, with its smooth hard floor, makes an ideal hall for regular dancing parties.

An abundance of fresh and salt water fish, clams, oysters, crabs and other sea food is always on our menu; our entire supply of milk, butter and cream comes from our own herd of Jersey cows, and poultry and eggs are supplied from the hotel farm adjoining the grounds.

There are hot and cold, fresh and salt water baths in the house, with private baths and toilets.

The waves of the ocean at high tide roll within 200 feet of the hotel, and the beach in front is superb for surf bathing.

On the grounds are bowling alleys, golf links, tennis courts and croquet sets; on the lakes, just back of the hotel, is a fleet of sail and rowboats, and on Shoalwater Bay, just east of the lakes, is a gasoline launch for parties of fishermen, pleasureers or others who prefer the warm, still-water bathing to the tumbling of the surf.

All trains stop at the railroad station in the hotel grounds, and no crowding into hotel omnibuses or walking in sand is necessary, since the hotel ground is a perfect velvety lawn, where the guests are practically landed at the hotel door.

The Breakers Hotel is located at Breakers Station, a regular ticket office, where all trains stop. It is one and a half miles north of Long Beach Station.

In purchasing tickets see that they read to Breakers, Wash., and have baggage checked through to that point.

Telegraph and telephone connections in the hotel.

Clip out this Coupon

Write the name of the lady clerk you wish sent by the East Oregonian to the Hotel Breakers, on two weeks' vacation, in blank space below.

I vote for _____

Employed at _____

Series C

All Coupons of "Series C" must be voted by noon Saturday, August 1. Bring the Coupons to the East Oregonian Office.

"Cold--Pure Preservative"

ICE PURE and NEW

Made from water that has been boiled and distilled. The only pure ice in Pendleton

Lasts 50 per cent longer than pond ice

Does Not Slime

or foul the refrigerator--no foul odor follows its melting. The water does not taste "bad" and does not look milky. It is sweet and is as Clear as a Crystal

No Sawdust

to fill the drain pipes. There is no taste or smell of rotting wood; no typhoid or other germs to mingle with the water that you drink.

ROSS ICE and COLD STORAGE Co.

Phone MAIN 1781

514 Main Street

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ELATERITE ROOFING

Takes the place of shingles, tin, iron, tar and gravel, and all prepared roofings. For flat and steep surfaces, gutters, valleys, etc. Easy to lay. Temperate for all climates. Reasonable in cost. Sold on merit. Guaranteed. It will pay to ask for prices and information.

THE ELATERITE ROOFING CO.

Worcester Building.

Portland.

RAILWAY TIE TIMBER

MOVEMENT ON FOOT TO GROW FORESTS.

Railroad Companies Must Prepare for Emergency--Timber Worth More for Lumber Than for Ties--Must Treat Ties to Make Them Last Longer.

The bureau of forestry has continued this year on a far larger scale the experiments in timber seasoning and preservation which it began last year under Dr. Hermann von Schrenk. This summer the work will be carried on in many states--East, South, and West--and will be broadened in scope and made even more thorough than before. This work will be done for the New York Central, the Erie, the Baltimore & Ohio, and the Pennsylvania railroads in the East; and for the Illinois Central, the Santa Fe, the St. Louis & San Francisco, the Missouri, Kansas & Texas, the Northern Pacific, and the Burlington in the South and West.

The scarcity of valuable timbers is felt by no class of consumers more acutely than by the railroads, which use every year 110,000,000 ties more or less to renew those worn out and decayed. The price of timbers has risen in some instances to a figure which makes their use prohibitive; in other cases the supply is so nearly exhausted that the roads have been compelled to look about for new timbers.

The bureau of forestry has been called on to assist in solving the difficulty, and has come forward with the very practical and simple suggestion that the railroads, instead of continuing to use expensive, high-grade timbers for such a low-grade purpose as that of railroad ties, shall use the cheaper woods. For example, in the complaint of the New York Central that it finds it more and more difficult to secure the top-grade pines from Georgia at the price it can afford to pay, the bureau suggests that the road use the beech, maple, and birch of the Adirondacks. The complaint that the timbers rot very quickly when laid in the ground is answered by the suggestion that they should be seasoned and preserved. Just as beech is seasoned and preserved in France. The Great Eastern Railroad of France has succeeded in making beech use last 35 years or more by impregnating them with tar oil.

The unseasoned long-leaf pine used by the New York Central last only five years; and the beech if laid green, without seasoning or preserving, would in many cases last no more than three years.

The substance of the proposal, which the bureau has made to the railroads, and which the railroads has thought so well of as to adopt, is that experiments be made to determine whether cheaper timbers may be treated with preservatives at a cost so low and be made to last such a long time, that it will pay to substitute them for the more expensive timbers now employed.

The railroads have thought so well of these ideas that they will not only carry on under the bureau's direction the necessary experiments in seasoning and preserving, but have engaged the bureau's help in learning where cheap timbers for ties may be obtained. In other words, the railroads have decided that if they can be convinced that it will pay to season and preserve cheap timbers for ties, they will acquire large areas of timber lands on which they will grow their own ties, cut their own ties, and thus be assured of a steady supply. This means that some of the great railroads of the country are in a fair way to practice forestry on a very large scale, and to employ a great many foresters.

The present method of purchasing railroad ties can not long continue. It is becoming more and more hazardous to rely on what may be obtained on the market for the reason that the market is becoming more and more unwilling to let its timbers go as railroad ties when as sawed lumber they would bring a higher price. Eastern roads often have to haul their ties as far as 700 miles.

It is absolutely necessary that supplies be grown nearer home and that there be a certainty of how much can be obtained. A railroad that needs half a million ties on short notice must have those ties at any price and is often compelled to pay far more than they are worth. The great advantage to the railroad of growing its own ties and practicing forestry would be that it would know to a certainty just how many ties it could count on every year and how much they would cost.

The experiments in seasoning the lodge-pole pine, carried on last year for the Burlington railroad in Bear Canyon, Montana, and Sheridan, Wyo., have been continued this year. Last year it was found that 39 per cent of the weight of the ties was lost by open-air drying, which resulted in an enormous saving in freight.

WIRELESS TYPEWRITER.

Invention Which Promises to Revolutionize Business World.

The wireless telegraphy typewriter is the latest application to industrial uses of the etheral wave system of communication across space. The forerunner of the invention was a duplicating device with wire connection,

The Underwood Typewriter



Is the most practical Typewriter for SCHOOL or BUSINESS purposes



BECAUSE

Its writing is always VISIBLE, the work is right "before the eyes" from the first letter struck until the communication is finished.

No heavy carriage to lift or slam.

Its marginal stops are in FRONT.

It has a tabulator which is a Part of the Machine. Others charge \$25 extra for tabulator.

Its type are cleaned in an instant WITHOUT SOILING THE HANDS.

Corrections can be made in an instant without consulting a scale.

Its light action, ease of adjustment and simplicity, make it the easiest to learn.

It has two color ribbons which makes it very handy for ruling and ledger work of all kinds. See sample work hanging in Post Office.

Put on trial against any machine. Any one in the market for a typewriter can have free use of my sample for trial before buying.

I can furnish the best of references from people in Pendleton who use the UNDERWOOD. Call and see machine and get terms.

JOHN S. KEES, Agent PENDLETON, ORE 741 MAIN STREET

which was exhibited some years ago before various scientific bodies.

With that apparatus one dispatching a message wrote it upon a golden pad, with a metallic stylus. A duplicate pad was attached to the other extremity of the wire. Upon this second pad a facsimile of the written message appeared in electrical tracing, the letters inscribed upon the sending pad being instantaneously reproduced. The wireless typewriter is an application of this principle.

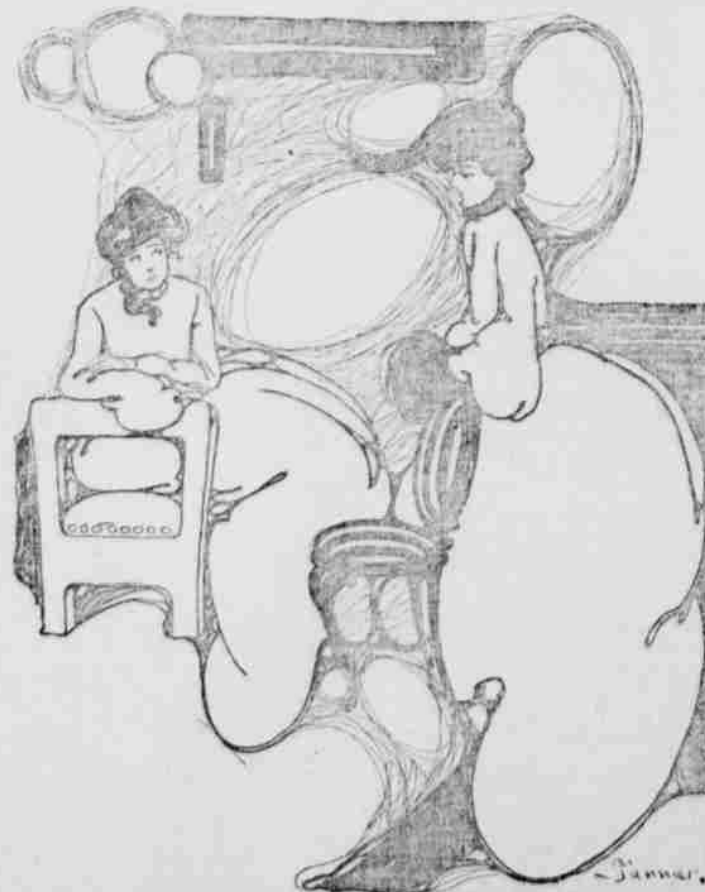
Instead of using a stylus, the sending operator merely writes his message on an ordinary typewriter having polar connections. As the communication is tapped off, a sympathetic connection through the ether is formed with another typewriter which dots down the corresponding letters. In the case of the model and first working apparatus, wireless connections were established between various apartments in a large industrial works.

As the transmitting typewriter acts also as a recording receiver and vice versa, messages are sent back and forth with rapidity and certainty. The

"plant" of this curious device is necessarily costly, but should it prove successful in operation under ordinary and normal circumstances, no expense will prevent its adoption and use in great industrial establishments. It is more certain than the telephone, for it leaves a permanent record. Should it be carried out in its perfection to indefinite possibilities, the result is startling.

The mail service would be abolished, millions lost in money to governments and to manufacturing concerns supplying writing materials would be saved, the telegraph would be superseded, an army of the world's workmen would be thrown out of employment--in fact, its potential possibilities are unlimited. However, the device is still in its experimental stage. --Callier's Weekly.

It was in the depot restaurant of one of the great railroads. "Mr. Bent," said the wicket singer, "why do you stand up while drinking your coffee? All the rest of us sit down." "Because," replied the comedian boarder, solemnly, "I was always taught to stand up for the weak."



SHE WAS THINKING OF CHARLIE. Edith--What is the height of your desire? Carry--He's about five feet five.

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SPICES, COFFEE, TEA, BAKING POWDER, FLAVORING EXTRA. Absolute Purity, Finest Flavor, Greatest Strength, Reasonable Price. CLOSET & DEVERD PORTLAND, OREGON

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