DAILY EAST OREGONIAN, PENDLETON, OREGON. MONDAY, AUGUST 3, 1903.

WILL

mess Cards and Societies

NONS AND TRADES, ALPHABETICALLY ARRANGED

HYSICIANS.

OLE OFFICE IN JUDD See hours, 10 to 12 a. m., ; plephone red 371.

M. D. DESPAIN BLOCK, meeta eye troubles, catar-and impaired hearing. atted for refractive er-main 1131.

BINGO, OFFICE OVER Savags Bank. Telephone mbone main 301. D. M. D., HOMEOPATHIC sergeon Office in Judd sergeon office, black 73; res-

AULL, ROOM 17 ASOCIA

BNDERSON, PHYSICIAN for in Savings Bank build-sephone Main 1411, res. Main

BLAKESLER, CHBONIC deseases and diseases of bending, corner Main and fee phone main 721; res-

Them BOONE OSTEOPATH Thompson street. House and office 'phone Black

III. PHYSICIAN AND S"R-Indi Building Room 15, Office Residence Phone Main 1421.

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or. GLENN WINBLOW graduase optician The only com-plete optical parlor in the city. Six doors south of P. O., Main s. Ore charged and consultation.

DENTISTS. DENTIST, OFFICE IN Phone, red 71. DENTIST. OFFICE IN AS-ed over Schmidt's new drug red 271

SAND BROKERS.

WAL DANK OF ATHENA, nual \$50,000; surplus and Interest on time deposits, sga and domestic exchange, supply attended to. Henry when: T.J. Kirk, vice.pres-blue, cashier 1. M. Kemp,

BANK OF WESTON. IS BANK OF WESTON, an Does n general bank-kname bought and sold gip attended to R. Jam George W. Processie, 1 & Kligore cashier: 4-Harman, M. M. Johns, T. Waw, J. F. Kligore, Rob-W. Processtel.

TON SAVINGS BANE, been Organized March I, Hotosoo and the deposita El ad sold on all principal el attention given to col-l furnish, president; J. N Mistr. T. Morris, cashler : passatant cashler.

CAL BANK OF FENDLE: 150,500 surplus, \$55,000; tratal banking business. Ex-igraphic transfers sold on Practiseo. New York and is the Northwest. Drafts is donorthouse. Journess resonable terms. Levi An-U.V.F. Matlock, vice press the cashier: II F. Johnson. se

TTS AND BUILDERS.

CONTRACTOR AND BUIL-& & work figured on. Job Riory work guaranteed

ABCHITTECT AND SU-makes complete and reli-dings in the city or coun-and building

CONTRACTORS AND ates furnished on short a specialty Prompt But street near Main. INTEACTOR AND BUILD is furnished on all kinds ment walks, stone walls, etc. E East Oregonian office.

ARCHITECT AND

INSURANCE AND LAND BUSINESS HARTMAN ABSTRACT COMFANY MAKES reliable abstrates of title to al lands in Uma-title county Loans on city and farm prop-orty. Buys and sell-all kinds of eal stat-Does a general brick-race business Pays tax-es and makes investments for non-ensidents. Reference, any hank in Pendieton G. A. HARTVAN, Pres. I., W. HELD, Sec. G. A. HARTMAN Jr., Vice Pres.

E S. BRYSON, ATTORNEY AT LAW; Collections and it surance. Office in E. O. building.

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HOTEL ALTA, CORNER ALTA AND Mill streets, hoard by the day or week. Good table set. Rates 55,75 and 11.75 per week. Pendleton Feed Yard in connection. E. Compton, Prop.

WHEN YOU GO TO PILOT ROCK STOP at the City Hotel. Good menis and first-class rooms. Special attention given to commercial revelers. Mrs. C. H. Bie tel, Pilot Rock, Ore.

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DROPSY

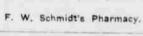
It is now well known that dropsy is not in their a disease, but is hearly always a symp-tom of kidney disease that accompanies the chronic stages heretofore incurable. Hence, up to the discovery of the Fulton Compounds, dropsy was incurable. It is now, however, curable in nearly plus tenths of all cases. Here he in nearly nine tenths of all cases. Here Is an interesting recovery, to which we refer by permission

In an intervening recovery, to which we refer by permission.
Mrs. Poter Goyhenix of 928 Fillmore street, San Francisco, became alarming y dropsical. Her physician had inally to tap her every few days. She was tapped nearly forty times and free worse from days to day. The physician that she had Bright's blownse of the Kidneys, that it was in an Minary to the state and boyond medical aid. Her heart also gave her ine usual trouble and the was in such a sectors condition the reliability of the Kidney out the stomach, the first her heart for. They put her on Fullon's Campoint II stayed out the stomach. The first hing that had done so for a week. The second intervent was then gradual till her recovery was complete. This case was chamicable into the real the case and the recovery were fully attested in the recound.

In converting, Mrs. Thomas Christol of the Twenty-seventh street, San Francisco, was also swollen with dropsy, as the result of chronic sidney disease to more than sevenity five pounds beyond bey normal weight, and had to be more dynamic to and was close to denth's door although she had four physicians. She was put on the Fulton Compounds. Three weeks showed improvement had in six months she was well, and pointing this reference.

His reference. If you have dropsy don't temporize. There is saily one thing known that will cure the electric riding disease that is behind it and that is fullous Compound. The Renal Compound for Bright's and Ridney Diseases, \$1, for binbetes, 1.80, John J. Fulton Co. 459 Washington street. San Francisco, sole componnaiers. Seed for pamphiet. We are the sole agents for this city.

CILY



Commercial Co.

We Don't Keep Everything

Gray's Harbor

O. R. & N. REFUSES TO SELL RIGHT OF WAY.

NOT

YIELD

Portage Road is Practically Tied Up by This Refusal-Road Cannot Be Built Off Company's Land for the Amount of the Appropriation.

The portage railroad commission of Oregon, consisting of Governor Chamberlain, Secretary of State F. I. Dunbar, and Secretary of the Treas-ury Charles S. Moore held a private conference with President Mohler, of the O. R. & N. Saturday afternoon for the purpose of ascertaining the attitude of the O. R. & N. toward the portage road right of way, where it might infringe on the land belong-ing to the common at ing to the company at several points

on the line of the portage surveys. President Mohler refused to consider the proposition of seiling the state a right of way, and made a long statement to the Portland papers in regard to the rights of the O. R. & N. and the impracticability of the $O_1 K \ll N$, render of any portion of the compa-ny's land to the state. He made several remarks in regard

to the absence of any need for cheap-er traisportation rates, which will provoke a smile from the wool and wheatgrowers of the Inland Empire.

It developed in the main Empire. that the portage road can be con-structed outside of the right of way of the O. R. & N., but to do this would cost the state at feast \$1,000,000 on account of the almost impassable rock bluffs to be encountered. By purchasing about one mile of land for the original particular one mile of land from the O R & N, the portage road can be built on a practicable route, and constructed for the \$165,000 ap-propriated for that purpose. If the O R & N refuses to sell this narrow strip of rocky land the state cannot build the portage for large 10^{-10} build the portage for less than \$1,000,000 and then could not begin construction until another session of the legislature increased the amount of the appropriation, or authorized the commission to contract in excess

of the presen appropriation. The survey of the portage road runs through the private property of but five individuals, one of which is the O. R. & N. company. The other property owners have given consent to the state t_0 build through their land, at little or no expense for the right of way. The land needed by the state is rocky barren, idle land, in no use whatever, at the present time, and with little probability of its ever being used, except by a portage or ship railway.

Speaking of the matter after the conference, Governor Champerlain intimated that the right of eminent do-main could be called into requisition. and a right of way forced through the land of the company, but even then the cost might exceed the appropria tion, and the entire project would be tied up until another legislative session

Speaking of the subject to the Port land papers, Mr. Mohler says:

"We have no objection, so far as we are concerned, to the construction of this portage road, but we have a very decided objection to surrendering any of our holdings, spon which we have paid taxes for years, and which furnish the line of transporta-tion to the interior cities, which also have rights to protect, for what might be called a large portion of the outlet the wholesale business of this elfy.

In Eastern Oregon, about four years ago the O. R. & N. discovered by an investigation of the grant of a right of way from the United States government that the company was entitled to 200 reet instead of 100 titled to 200 feet instead of 100 through public domain, as was at first understood. In many places along the road, settlers had located the land adjacent to the track fter the company had fenced the 100 These settlers had plowed up the and all along the company's fence and in many places this land contain Pullman Sleeping Cars. Elegant Dining Cars, Tourist Sleeping Cars. d bearing peach orchards, as in the furnt River country, and in other daces it was heavily set with alfalfa-With little or no ceremony the conany at once extended its fences to pelude this land, although these set ters had cultivated and held ession of it for several years. THEFT was no hesitancy on the part of Mr Mobler to take all that belonged to company, through the liberality nd lavish generosity of the govern ent. Now the state has need of a and Mr. Mohler makes a complaint hat the state has no right to force im to yield to the needs of the peo-The outcome of the matter test with the portage commissioners. If hey see fit to begin condemnation proceedings against the company 11 and take a right of way by nears, the cost of the road w Locatin | will a eed the amount appropriated and the road is to be built on the round not belonging to the compa-by the great cost of the grade will make it out of the feach of the ap-



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ortland Sil@ & Di	Portland Special No. 1	The E
bicago 150 pm	Chicago Special No. 2	Portia 5:60 p
ortiand 1:50 a m	Mail and Express No.5	The E
he East] 250 a m	Mail and Express No.6	Portla 4:65 s
	Pendleton Passenger No.7	Spoka 5145 p
silös m	Spokane Passenger No. 5	
	Pendicion Branch Mixed Train No. 41	1.500 p
300 p m	Walls Walls Branch Mixed Train No. 42	
Ocea	n and River Scho	edule.
:00 p. m.	All sailing dates sub- ject to change For San Francisco Sail every 5 days.	£300 p. 1
Dally except Sunday :00 p m. aturday :00 p m	Columbia River To Astoria and Way Landings.	4 200 p. 1 SunAs
	Willamette River, ve Portland daily, exce ate: permitting; for Will iver points.	pt Sund-
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W. ADAMS, Agent Pendleton, Oregon B CALDERHEAD, (I. P. A. Walls Walls, Washington,



RUNS

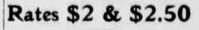


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b ll e	results. I suffered for three or lour years with sharp pains in my back which became acute when I attempt- ed to bend over, or to lift anything. Desides I had rheumatism or lumbago	w ti p a
ws	in my left arm so had that I could	n cit a
	and got a box at the Brock & MeCo	Б. Д
5	vanished and with it the rheumatic	10
	pains through my arm. For sale by all dealers. Price 50	N.
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