

Stupendous Sacrifice SALE

THE RELIABLE STORE

ALEXANDER'S

THE RELIABLE STORE

THE PAST TWO WEEKS' BUSINESS HAS BEEN BY FAR THE BIGGEST IN THE HISTORY OF THIS STORE. NO WONDER, THE WAY WE ARE CUTTING PRICES ON EVERY ARTICLE IN THE STORE. MANY NEW GOODS HAVE FOUND THEIR WAY TO THE SHELVES AND BARGAIN TABLES, ALL GO AT SACRIFICE PRICES. ABSOLUTELY NO RESERVE. SALE CONTINUES ALL THIS AND NEXT WEEK.

A shipment of Corset Cover Embroidery just in—Goes at Sale Prices.

\$1.00 Swiss Corset Cover Embroidery...79c
75c Swiss Corset Cover Embroidery...60c
65c Nainsook Corset Cover Embroidery...49c
60c Nainsook Corset Cover Embroidery...45c
50c Nainsook Corset Cover Embroidery...39c
45c Nainsook Corset Cover Embroidery...35c
40c Nainsook Corset Cover Embroidery...29c
35c Nainsook Corset Cover Embroidery...25c

DRESS GOODS.

Fancy Mohairs are still in the lead. We have a big Assortment.
52-inch fancy English Mohair in black, brown and navy, \$1.00 kind...79c
50-inch fancy Mohair, THE BEST VALUE ever offered at \$1.50...\$1.19
25-inch fancy Mohair in exclusive Suit Patterns; good value at \$1.00...79c
42-inch fancy Mohair Sicilian; regular \$1.25...95c
38-inch fancy Mohair in all the wanted shades, 65c and 75c kind...49c
45-inch French Sating, very swell; in Oxford, brown and navy; regular \$1.50...\$1.19
Shepherd Checks in black and white, blue and white, brown and white; 45c kind, 49c

BLACK AND COLORED SILK PETTICOATS SPECIAL.

\$16.50 Silk Petticoats...\$12.45
\$15.00 Silk Petticoats...\$10.95
\$13.50 Silk Petticoats...\$9.95
\$12.00 Silk Petticoats...\$8.95
\$10.00 Silk Petticoats...\$7.95
\$8.50 Silk Petticoats...\$6.49
\$7.50 Silk Petticoats...\$5.95

An Immense Line of Children's Straw and White Duck Hats.

75c Children's Hats...50c
50c and 65c Children's Hats...39c
75c Tapestry, all colors...39c
500 yards Embroidery, the regular 15c and 25c kind...75c
1000 yards Torchon Lace, regular 5c and 10c kind...5c
1500 yards fine Wash Fabrics; value up to 85c...39c
1500 yards Wash Fabrics, some very choice patterns; values up to 40c; all go at...19c
1200 yards Dress Trimmings; value up to \$1.75...10c

Watch This Space For Further Announcements

BYERS' BEST FLOUR

Is made from the choicest wheat that grows. Good bread is assured when Byers' Best Flour is used. Bran, shorts, steam rolled barley always on hand.

PENDLETON ROLLER MILLS

W. S. BYERS, Proprietor.

ELECTRIC POWER

IS THE CHEAPEST, MOST CONVENIENT, MOST SATISFACTORY POWER KNOWN FOR ALL PURPOSES. IT IS READY FOR TO START THE WHEELS ROLLING AS SOON AS YOU THROW THE SWITCH, AND CAN BE SHUT OFF IN A MOMENT'S NOTICE.

NO FIRES TO BUILD, NO WATER TO CONSUME, NO ASHES TO EMPTY OUT—WE DO ALL THAT FOR YOU, AND SAVE YOU MONEY BESIDES.

Prepare for Hot Weather

FAN MOTORS WILL BE RUN AT THE FOLLOWING FLAT RATE.

12-INCH FANS\$1.50 PER MONTH
16-INCH FANS\$3.00 PER MONTH

SEE US ABOUT RATES FOR POWER.

Northwestern Gas & Electric Company

F. W. VINCENT, MANAGER.

RAILROADS ARE CALLED TO TIME.

DEVELOPMENT LEAGUE

SCORES THEIR TACTICS.

First Public Complaint Against the Dilatory Roads Ever Made by the League Was Launched at Independence—Demands That the Big Corporations Keep Their Promises and Build Roads in Oregon.

The first emphatic demand ever made upon the railroads of Oregon by a representative and powerful body of citizens was launched by the transportation committee of the Oregon Development league in the special session of the league held at Independence this week.

So vital and important to the citizens of Oregon is this report that the East Oregonian gives place and publicity to it, in hopes that the people may be aroused and the railroads made to feel the earnestness of their demands. The report is as follows:

It is neither the desire nor the intention of this committee to make any unjust attack upon corporations or transportation companies. We fully recognize that in this age railroads are a vital and essential factor in our country's development, and we favor reasonable encouragement to their management and equitable regulation of their rates and operation.

The people of Oregon have invariably treated corporations with fairness and liberality and capital invested in them has been at all times accorded complete and impartial protection of our laws. No state in the Union has been more liberal in its treatment of railroads.

Your committee believes the time has now come when there should be demanded in return that the state and its commercial and industrial interests be treated in the same spirit of liberality and fairness by the railroad managers.

Record of Oregon.

This state has never enacted any so-called derelict legislation against transportation companies.

On the other hand, it is assessing their lands, rights of way and rolling stock upon less valuation than any state in the west.

There is no law in Oregon taxing their franchises or gross or net earnings, as in many other states.

Ten years ago this state repealed its railroad commission law and has enacted no rate legislation.

This state has even made it unlawful to deal in cut-rate tickets or to dispose of unused transportation other than to the corporations.

We have left the power to fix freight and passenger fares and the legitimate work of extending their lines to meet the needs of the country entirely in the hands of these corporations, trusting to them to treat the people with fairness and equity.

Justice to the Railroads.

In a spirit of justice we give credit for all that has been done by the railroads for the benefit of the state. Under the administration of C. H. Markham many industries were favored and established in Oregon. The industrial departments of the roads have co-operated with the people, and promoted production of fruit and dairy products. Mr. Markham's successors have sought to maintain policies of development, but have either been overruled in their decisions or have lacked the authority to initiate so that the movement toward lower rates and extension of markets for Oregon products has recently made little progress.

This state is indebted to the railroads for reducing passenger fares to 3 cents per mile on their main lines, and for securing low rates to the Lewis and Clark fair and to many state and local gatherings. For all these advantages the public is duly grateful, and justly believes that each concession resulted in good alike to the state and the railroad making it.

Justice to the People.

We believe that railway corporations are creatures of the state, possessing valuable franchises which have come from the people, as well as vast grants of public lands always becoming more valuable by action of congress, and that they owe a duty to the people which they have not fully performed.

A duty to the state of Oregon is incumbent upon them, which grows out of their occupancy of its territory under priceless franchises bestowed and inalienable, and such duty can only be performed to the people of the state by assumption on the part of the companies of their full share in the development of this territory. This can be done by expending a portion of their earnings within the state in the construction of such new lines and extensions as will not only meet the needs of the people, but assist in the development of the latent resources of this commonwealth, to the end that acting together this state may advance to that status in population and material wealth which its great resources entitle it.

Oregon Railroads Prosperous.

This committee believes that in no state in the Union are the railroads doing a more profitable business or enjoying more prosperity as financial enterprises than in Oregon. We are informed that the trains on the main line of the Southern Pacific in Oregon earn more per mile than on any other division of the Harriman system.

The earnings of the O. R. & N. for 1903 are reported at about \$5,000,000, and nearly all this money was made in Oregon. One piece of new railroad in eastern Oregon, from Biggs to Shaniko, said to be the personal property of E. H. Harriman, is reported to be paying over 20 per cent annually on its capitalization.

As Oregon has no law requiring any reports from these corporations, these

figures are not given from public or official records, but are believed to be reliable, and refute the statement that extensions in Oregon would not be profitable until the country is settled up; already in many sections of our state the population and products are far in advance of present railroad facilities.

Protest Against Obstruction.

The railroad traffic of Oregon is not only highly profitable within the state, but owing to the fact that the greater part of what we consume of manufactured goods comes from abroad, and the greater part of what we produce must be shipped across the continent, the interstate traffic Oregon furnishes is a very lucrative source of income. In spite of the fact that these corporations have been treated with the greatest liberality by the people of Oregon in their political capacity, and in spite of failure to extend their lines adequate to the growth of the communities, a policy of deliberate obstruction has recently been announced on their part toward all such contemplated enterprises.

The Oregon territory has been set apart as not open to construction of branch lines, no matter how much needed to provide markets for products of lands already under cultivation. In return for the prosperity they enjoy as the result of liberality and fairness on the part of the state, undeveloped Oregon is to be accorded indefinite stagnation and strangulation.

A Few Facts About Taxation.

This committee has not had time to gather all the facts touching taxation of railroad property, as compared with other property in this state, or railroad property in other states. But we believe the managers of railroads themselves will admit that they have not been treated unfairly. Investigation will show that on some forms of taxation they have been exempted entirely, while compared with some western states Oregon has placed only nominal values on their property.

The following statistics show the amount of taxes paid per mile by these corporations in the four Pacific states:

Oregon\$156 Idaho\$244
Washington... 215 California... 247

Compared with the taxes collected from these corporations in some states the difference in favor of Oregon's exemption of corporate property, lands and franchises would amount to enough to build railroads into the undeveloped interior inside of 10 years.

Facts About Construction.

Our contention is that while Oregon has favored these corporations by legislative and taxation policies, they in return have not favored Oregon in according a fair share of construction of branch lines. While this committee has not yet been able to secure complete statistics of construction, it begs leave to call attention to the record of railway mileage for the four coast states from 1900 to 1902, inclusive:

State	Mileage, 1900.	Mileage, 1902.
Oregon	1724	1685
Washington	2903	3157
Idaho	1261	1446
California	5741	5979

All the other coast states show gain in mileage, while Oregon lost 40 miles by shortening lines and abandoning track. Oregon's percentage of mileage of railroads to the 100 square miles of territory in 1901 was 1.75, and the same in 1902. Idaho increased from 1.58 in 1901 to 1.72 in 1902. Washington from 4.49 to 4.72; California from 3.74 to 3.83. Consider that Washington has been a state only about 15 years, while Oregon's life approaches the half-century.

We find that 11 counties of Oregon having a territory of 54,455 square miles are without any railroad communication with the outer world. These counties comprise more than half the state, maintain county governments, have industries, banks and prosperous, thriving cities and towns. Many of the other counties have railroads only along their borders. More than three-fourths of the state area is without railroads.

While the people of the whole state are putting forth a mighty effort to develop and populate this great interior, some of the railroad managers insist that no railroad into the interior can be made to pay, and the non-resident ownership decrees a policy of non-construction under any circumstances.

The new British ocean going torpedo boat destroyers are to be fitted for oil fuel, and they will be sufficiently armed to act as small cruisers.

Walters' Flouring Mills

Capacity, 150 barrels a day. Flour exchanged for wheat. Flour, Mill Feed, Chopped Feed, etc., always on hand.

HERE AT HOME.

Pendleton Citizens Gladly Testify.

It is testimony like the following that has placed "the old Quaker remedy" so far above competitors. When people right here at home raise their voice there is no room left for doubt. Read the public statement of a Pendleton citizen:

J. W. Horn, stone mason, living on Webb street, near Little St., says: "Reading an advertisement about Doan's Kidney Pills led me to procure a box at Brock & McComas Co.'s drug store. Some three years ago I strained my back lifting, and ever since then any extra work, lifting or colds which settled in my back affected the kidneys. I tried a great many different remedies but obtained little, if any benefit from them. The first dose of Doan's Kidney Pills helped me. I used in all three boxes and they cured me. I shall always recommend this remedy to others as I know it can be depended upon."

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 other.

Hotel St. George

GEORGE DARVEAU, Proprietor.



European plan. Everything first-class. Accommodations the best. All modern conveniences. Steam heat throughout. Rooms en suite with bath. Large, new sample rooms. The Hotel St. George is pronounced one of the most modern and model hotels of Oregon. Telephone and fire alarm connections to office in all rooms.

Rooms 50c to \$1.50.

CORNER MAIN AND WEBB STS. Block and a Half From Depot.

The Golden Rule Hotel.

(Formerly the Bicker's)

COURT STREET.



Remodeled and refurnished throughout. Everything neat, clean and up-to-date. Steam heat and electric lights. Best cuisine. Prompt service.

W. R. PARKER, Proprietor.

HOTEL PENDLETON

BOLLONS & BROWN, Proprietors.

The Best Hotel in Pendleton and as good as any.



The Hotel Pendleton has just been refitted and refurnished throughout. Phone and fire alarm connections with all rooms. Baths in suites and single rooms.

Headquarters for Traveling Men. Commodious Sample Rooms.

Rates \$2.00 and \$2.50

Special rates by week or month. Excellent Cuisine.

Prompt Dining Room Service.

Bar and Billiard Room in Connection.

Only Three Blocks From Depot.

THE PORTLAND

—OF—

PORTLAND, OREGON. American plan, \$3 per day and upward. Headquarters for tourists and commercial travelers. Special rates made to families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel.

H. C. BOWERS, Manager.

Insure in Reliable Companies

That pay their losses promptly. Our companies stand at the head of the list.

Assets.	
Hartford Fire Insurance Co.	\$12,359,976
Alliance Assurance Co.	\$9,039,962
London & Lancashire Fire Insurance Co.	\$5,666,666
North British & Mercantile Co.	\$9,039,974
Royal Insurance Co.	\$2,897,168

FRANK BCLOPTON

AGENT
112 EAST COURT STREET