

Wash Fabrics Specials

The
Reliable
Store

ALEXANDER'S

The
Reliable
Store

500 yards figured Lawns, Batistes, etc.; values up to 25c; per yard this week **9c**

1000 yards fancy lace stripe. Lawns, Cotton Mohairs, etc.; values up to 40c; this week **19c**

1000 lace stripe Grenadines, Polka Dot Linen and many fancy weaves in fine Wash Fabrics; values up to 75c; this week **39c**

500 yards Tapestry, many patterns to select from; regular 75c kind, this week **39c**

New R. & G. Corsets just to hand. We carry the new Ferris Bust Supporter at \$1.50 and **1.25**

Ferris Good Sense Waists in Batiste, embroidery trimmed, for ladies and misses; 9c and **25c**

Silk Girdles in pink and blue; always so, one dollar; now **50c**

10 dozen more of our noted Sunburst black Satin Petticoats just in; special this week **2.95**

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.

HUMANE HARNESS

The Harness that gives comfort to horses and adds pleasure to their users. Humane harness is patented. Lasts longer, looks better and costs no more than ordinary harness. There is but one place in Umatilla county to get Humane Harness, and that is at our factory.

Hamely & Company

SUCCESSORS TO J. A. SMITH.
126 COURT STREET.

Harness Repairing and Saddlery of all kinds done promptly.

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.

ABOUT NEVADA LAND

GOVERNMENT ISSUES

LETTER TO SETTLERS.

Cost of the Land is \$2.50 Per Acre Per Annum to Be Paid in 10 Annual Installments—Land Now Open to Settlement Under the Homestead Law—Now Sixty-Eight Miles of Main Canal and 250 Miles of Laterals.

The government officials are receiving many inquiries from prospective settlers regarding the entry of public lands located in the Carson and Truckee valleys in Nevada, and which are soon to be brought under irrigation by the Carson-Truckee government system. L. H. Taylor, supervising engineer in charge of this project, has prepared a letter in answer to such inquiries, from which we make the following extracts:

"The number of acres of land ultimately designated to be irrigated is from 300,000 to 400,000 acres, of which 200,000 will be supplied with water within the next three years. Of this acreage it is estimated that about 40,000 acres will be irrigated during the present year.

Location of Land.

"The land is located in a number of valleys along the Carson and Truckee rivers, extending on each side from the Central Pacific railroad, the distance being 25 miles from the road in some places. The main body of the 200,000 acres to be irrigated first is in the Carson Sink valley; south of the railroad.

Some of this land is immediately adjacent while the farthest extends about 25 miles from the railroad. The soil is adapted to alfalfa, all forage crops, potatoes, onions, beets and other vegetables, apples, pears, berries and the harder deciduous fruits; the soil and climate are similar to those in the vicinity of Ogden and Salt Lake.

"The public lands are subject to entry under the homestead act, no price being charged for the land, but the cost of irrigation will be assessed against the land as a charge for the water right, to be repaid in ten annual installments, without interest, at the rate of \$2.50 per acre per annum. This covers the cost of maintenance and operations during the 10-year period, and provides for the delivery of water to each farm and also a comprehensive drainage system.

"Title to the public lands is not given until all the payments for water have been made. Lands held in private ownership are supplied with water as desired at the same price and upon the same terms as public lands.

Advice to Intending Settlers.

"The public lands are now open to entry according to the homestead act, but we strongly advise all intending settlers not to file upon any of the lands outside of the district to be irrigated during the current year and not until we can inform them when the water will be ready for delivery to such outside lands, for the reason that without water they can produce nothing that will yield them a living.

"The entire reclamation work is not expected to be completed in less than eight years from date, but it is fully expected to have a large part of the irrigated system complete this spring, and the government expects to deliver water to a portion of it in April, and contemplates having all the work done under contract, comprising 68 miles of main canals and about 250 miles of laterals and ditches, completed by June 17, 1906, at which time it is proposed to have some kind of a celebration, this being the third anniversary of the passage of the reclamation law."

BURBANKS NEW PLANTS.

Wonderful Progress of the Wizard of California.

The processes by which he (Luther Burbank, the famous horticulturist) works are not new or peculiar. They are in accord with well known and unalterable laws of nature. The principal methods used are selection and crossing. Nature is using these same processes every day. The bees and the wind carry the pollen of one flower to fertilize another, thus bringing about the crossing of species. The struggle for existence and a thousand circumstances of growth and development, tend to weed out the unfit among the plants, leaving the best to survive. This is selection. But where nature's operations are largely left to chance and accident, and his results are sure and immediate, George Clark in July Success.

He takes two plants whose life habits, structure, and environment may have been wholly different. He brings them together, implanting the pollen of one upon the stigma of the other. As a result the species are thrown into a state of perturbation—set to "wobbling," as it were. The life-tendencies are broken up by the shock. The plants resulting from the crossing may resemble one or the other of the parents plant. These are not important.

Some of the plants will combine the best qualities of the parents. From these improved varieties of fruits and flowers are produced. Some of the plants will be different from either parent—perhaps unlike any other plant in existence. From these unusual variants new plants may be developed.

He selects his original subjects from far and near. He brings a raspberry from Siberia to combine it with a native blackberry of California. He brings a plum from China or Japan to combine it with a native apricot. An experiment is built up on the foundation of a common wild flower, as the daisy, for example. In another experiment, a flower from Australia may be used. He brings a cactus from Central America to cross with a species from Arizona.

Having crossed his species, he

plants the seeds. From the resulting seedlings he selects the single plant, or the two or three at most, which he finds best suited for his purpose. The seeds of these are again planted and the work of selection goes on. It was from a bed of 55,000 plants that he selected one from which his white blackberry was developed. The seeds accumulate by a rapid progression. In a few seasons there is an immense quantity of them. All are planted. He does not believe in dealing with a few examples. He chooses few, but the number to be chosen from is large.

When the time for selection comes, the whole lot—it may be a hundred or two hundred thousand—is passed before him in review. He selects those which suit his purpose, and the others go to the brush heap and the bonfire. Prof. De Vries has remarked: "It is no easy task to pick the right apple tree from a growing bed of 300,000 seedlings." But this is exactly what Mr. Burbank does. He deals with large numbers and his results are correspondingly large and important.

STUDY ALASKAN REINDEER.

Special Agent of the Interior Department on Important Mission.

Colonel F. C. Churchill, special agent of the department of the interior, sailed from Seattle for Alaska Sunday evening on the steamship Senator on a mission having for its purpose the conduct of a thorough investigation into the government reindeer experiment in the Seward peninsula.

He will spend from six to eight weeks in the Nome country, returning to Southeastern Alaska via Dawson, and visiting the several towns of that portion of the district for the purpose of studying the Alaska school system.

For the past 10 years congress has been making annual appropriations for the introduction of reindeer from Siberia among the Eskimo of North-western Alaska. In all nearly \$200,000 has been appropriated and expended in this experiment. The work has been carried on under the direction of Sheldon Jackson, commissioner of education for Alaska.

Last year Secretary of the Interior Hitchcock refused to include the reindeer appropriation in his estimates for the year. Nevertheless the lower house of congress inserted an appropriation of \$15,000 for the purpose, and this was increased by the senate to \$20,000, and a provision was inserted requiring the secretary of the interior to have a full investigation made by an independent investigator whether the time has not come when the reindeer of Alaska can be left in the hands of the natives.

Complaint is made that although \$200,000 in money has been expended and 10,000 reindeer imported and born in the district, the animals are chiefly in the hands of the missionaries, and less than 100 natives have been induced to undertake the care of the animals on account of the very exacting requirements of the men in charge of the experiment. This is the nature of the investigation intrusted to Mr. Churchill, who passed through Pendleton last week.

SUEZ FALLS IN REAR.

Michigan Canals Carry More Tonnage During Past Year.

The annual report of the Suez canal at Sault Ste. Marie, Mich., for 1904, has just been issued by the government. While 84 per cent of the business of the lake was carried through the American canal, the figures are a combination of both the American and Canadian passages and cover the entire business of Lake Superior to and from all American and Canadian ports.

The figures for this waterway run to vast proportions. In the first place there was three times as much freight carried through the canal in the eight months of navigation in 1904 as was taken through the Suez canal for the full year period corresponding thereto. This freight amounted to 31,546,166 tons, and there were total mile tons for ships passing the canal of nearly 27,000,000. This is equivalent to the statement that the average distance that freight was carried was 841.2 miles.

There was a total value of the freight carried through of \$234,503,000, and there were paid to shipowners for moving this amount the sum of \$21,553,000. This made a freight charge a ton a mile for all goods carried through the lakes, including high-priced as well as cheaper commodities of 5 mill. Indeed, for some low cost freights, the charge a mile was but \$0.00040. This latter figure was for coal, a commodity carried by millions of tons the whole length of the lakes.

Vessels to the value of \$69,166,444 were engaged in the Lake Superior traffic, in addition to the value placed on whatever unregistered craft were using the canal. There were 834 of these vessels, including everything of all classes, and their average value was, therefore, about \$80,000 each. This is not alone for the big freighters, that are worth up to \$300,000 and \$400,000, but the tugs and small craft that are worth a few hundreds. The American canal was operated 224 days of the year and the Canadian canal 241 days. The American canal passed 84 per cent of the commerce, but American vessels handled 94 per cent of the commerce, though but 37 per cent of the 56,609 passengers carried during the season.

Dying of Famine.

Is in its torments like dying of consumption. The progress of consumption, from the beginning to the very end, is a long torture, both to victim and friends. "When I had consumption in its first stage," writes William Myers, of Clearfork, Md., "after trying different medicines and a good doctor, in vain, I at last took Dr. King's New Discovery, which quickly perfectly cured me." Prompt relief and sure cure for coughs, sore throat, bronchitis, etc. Positively prevents pneumonia. Guaranteed at Tallman & Co.'s drug store, price 50c and \$1.00 a bottle. Trial bottle free.

Oxford, \$1.50 to \$3.50. Tan or black, at Teutach's Department Store.

O.R.&N.



OREGON
SHORT LINE

AND UNION PACIFIC

TWO TRAINS TO THE EAST DAILY
Through Pullman standard and Tourist Sleepers daily to Omaha and Chicago; tourist sleeper daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago; reclining chair cars (seats free) to the East daily.

TIME SCHEDULE FROM PENDLETON.

EASTBOUND.

No. 2, Chicago Special, arrive 5:30 p. m.; depart, 5:40 p. m.

No. 4, Mail & Express, arrives 4:35 a. m.; depart, 5 a. m.

WESTBOUND.

No. 1, Portland Special, arrive 8:50 a. m.; depart, 8:55 a. m.

No. 5, Mail & Express, arrive, 11 p. m.; depart 11 p. m.

SPOKANE DIVISION.

No. 7, Pendleton passenger, arrive, 5:35 p. m.

No. 8, Spokane passenger, depart, 9:10 a. m.

WALLA WALLA BRANCH.

No. 41, Mixed train, arrive, 1:40 p. m.

No. 42, Mixed train, depart, 5:50 p. m.

No. 7 connects with No. 2.

No. 42 connects with No. 2.

OCEAN AND RIVER SCHEDULE.

FROM PORTLAND.

All sailing dates subject to change. For San Francisco every fifth day.

SNAKE RIVER.

Riparia to Lewiston—Leave Riparia

daily, except Saturday, 4:05 a. m.

Leave Lewiston daily, except Friday, 7:00 a. m.

E. C. SMITH, Agent, Pendleton.

Washington & Columbia River Railroad

TAKE THIS ROUTE FOR

Chicago, St. Paul, St. Louis, Kansas City, St. Joseph, Omaha and

ALL POINTS EAST AND SOUTH.

Portland and Points on the Sound.

TIME CARD.

Arrive Monday, Wednesday and Friday, 12:15 p. m. On Tuesday, Thursday and Saturday, 10:15 a. m. Leave at 5 p. m. daily.

Leave Walla Walla 6:15 p. m. for east.

Arrive Walla Walla at 9 a. m. from west.

For information regarding rates and accommodations, call on or address W. ADAMS, Agent, Pendleton, Oregon.

S. B. CALDERHEAD, G. P. A., Walla Walla, Washington.



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CHICAGO

WASHINGTON

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And all points East and South.

Through tickets to Japan and China, via Tacoma and Northern Pacific Steamship Co. and American line.

TIME SCHEDULE.

Trains leave Pendleton daily except Sunday at 5 p. m.

For further information, time cards, maps and tickets, call on or write W. Adams, Pendleton, Oregon, or

A. D. CHALTON, Third and Morrison Sts., Portland, Or.



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If your tickets read over the Denver and Rio Grande railroad, the "Scenic Line of the World."

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There are so many scenic attractions and points of interest along the line between Ogden and Denver that the trip never becomes tiresome.

If you are going East, write for information and get a pretty book that will tell you all about it.

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