

Extra Specials This Week

THE RELIABLE STORE.	Alexander's	THE RELIABLE STORE.
LADIES' MUSLIN GOWNS.		LADIES' MUSLIN SKIRTS.
\$3.50 Muslin Gowns \$2.49		\$9.00 Muslin Skirts \$6.75
\$2.00 Muslin Gowns \$2.15		\$7.50 Muslin Skirts \$5.75
\$2.50 Muslin Gowns \$1.75		\$6.00 Muslin Skirts \$4.49
\$2.00 Muslin Gowns \$1.39		\$5.00 Muslin Skirts \$3.75
\$1.75 Muslin Gowns \$1.19		\$4.50 Muslin Skirts \$3.49
\$1.50 Muslin Gowns \$1.10		\$4.00 Muslin Skirts \$3.19
\$1.25 Muslin Gowns 75c		\$3.50 Muslin Skirts \$2.75
\$2.00 Corset Covers \$1.39		\$3.00 Muslin Skirts \$2.49
\$1.75 Corset Covers \$1.19		\$2.50 Muslin Skirts \$2.19
\$1.50 Corset Covers \$1.10		\$2.00 Muslin Skirts \$1.89
\$1.25 Corset Covers 75c		\$1.50 Muslin Skirts \$1.59
\$1.00 Corset Covers 60c		\$1.25 Muslin Skirts 75c
75c Corset Covers 49c		\$1.00 Muslin Skirts 69c
50c Corset Covers 39c		75c Muslin Skirts 49c
25c Corset Covers 15c		50c Muslin Skirts 39c

Reasonable Family Rates.
Fine View of Ocean.
Ladies' and Gentlemen's Bathing Suits for Rent.
Excellent Cuisine.
Table Produce from our own Ranch.

..HOTEL.. WICKHAM

NEWTON STATION—Four Block from Postoffice.

J. O. WICKHAM, Proprietor.
MRS. J. O. WICKHAM, Hostess.

New Improvements
New Management
Long Beach, Wash.

NOW IS THE TIME TO BUY

Hammocks, Gasoline Stoves Ice Cream Freezers, Refrigerators

BIG LINE TO SELECT FROM. CALL AND EXAMINE OUR
LINE BEFORE BUYING.

The Taylor Hardware Co.

SUCCESSOR TO T. C. TAYLOR.
741 MAIN STREET.

The Seaside House

Glatasp Beach, Ore.

Is now open for guests. This fine
old Resort, situated on the banks of
the Necanicum river, only a few rods
from the ocean, offers to its patrons
the

Only Ideal Spot on the Coast

for fresh and salt water Bathing.
Fishing, Boating and Hunting. Free
Bath to all trains. Address all com-
munications to

The Seaside House

SEASIDE, OREGON.



ISN'T IT A BEAUTY?
Is justly asked—as promptly answered
in the affirmative—of laundry work
as we turn it out, whether shirts, col-
lars, cuffs, waistcoats, etc., for men
or shirts, shirtwaists, etc., for women.
We have washing, starching and iron-
ing down to a fine point—prices down,
too, as low as any one should ask for
fine work. Yes, we have a 'phone;
yes, our wagon calls for and returns
goods.

Robinson's Domestic Laundry
WORKS, CORNER COURT AND
THOMPSON STREETS.
PHONE MAIN 60.

LEGAL BLANKS Write the East Ore-
gonian for a free cat-
alogue of them. A full supply always kept in stock.

BUILD TO WALLOWA

O. R. & N. SAYS ELGIN BRANCH
WILL BE EXTENDED.

General Manager J. P. O'Brien Says
64 Miles of Road Tapping the Rich
Wallowa Valley Will Be Built—Line
Will Follow Grand Ronde and Wal-
lowa Rivers—District Opened Up
Will Be Richest in Oregon.

The Oregon Daily Journal of Satur-
day evening gives the following inter-
esting account of the official an-
nouncement of the extensions of the
Elgin branch of the O. R. & N. to
Joseph, Wallowa county:

An extension of the Elgin branch of
the O. R. & N. company to Joseph, in
Wallowa county, is to be made im-
mediately. The distance is 64 miles, ac-
cording to the survey, and the con-
struction will cost about \$1,000,000.
Official announcement of the com-
pany's decision to build was made to-
day by J. P. O'Brien, vice-president
and general manager.

The Elgin branch now runs 20
miles from La Grande on the main
line, to Elgin, a town of about 700 in-
habitants in the west part of Wallowa
county. The extension of 64 miles will
take a general course southward, pen-
etrating the heart of Wallowa
county, a district embracing 4000
square miles, and with a present popu-
lation of about 5000 people whose
principal occupation is farming.

It is said that the opening of
this region to transportation facilities will
make it a rival of the Willamette val-
ley in the dairy business. The farm-
ers have been breeding fine cows
there for years. Native grasses grow
in great abundance and alfalfa
reaches perfection. The hills are cov-
ered with grass to their tops, the val-
leys are watered with streams from
the mountains, the soil is black and
rich.

About three years ago a survey for
the extension now announced was
made by the O. R. & N. It follows the
Grand Ronde river north from Elgin
to its confluence with the Wallowa
river, then turns to the southeast and
runs along the Wallowa the entire dis-
tance to Joseph. It is a water graded
but the Wallowa is a swift stream and
the rise to its source at Joseph lake is
50 to 100 feet to the mile.

The town of Wallowa, tapped by the
road, has 400 inhabitants, Lottine 300,
and Enterprise, the county seat has
700. The town of Joseph, the terminus
of the line, has 700 people. It is located a
mile from Joseph lake, a clear body of
mountain water of great depth, four
miles in length and two miles wide.
Owing to the peculiarly favorable for-
mation, this lake can, by use of a few
plank, be so dammed that its level can
be raised four feet, if needed for irri-
gation, and the entire surrounding
country be irrigated with its waters.

A careful estimate by the railroad
officials has shown that there are in
the three mountain valleys to be tapped
approximately 120,000 acres of farm
land, not including the hill lands,
which will figure up 6000 acres more.
The country is well settled, and the
people are prosperous.

Not much wheat is raised, although
the land is adapted to it and wheat
that has been grown is very heavy. Its
remoteness from the market has made
it an unprofitable industry. It is said
hogs are raised at a cost of 1 1-2
cents a pound. They are driven on
foot to Elgin to be shipped. There are
many other resources besides farming
in Wallowa county. Mineral wealth
is there, including granite deposits,
and two mountains of marble.

It is announced today that the O.
R. & N. has let contracts for construc-
tion of the line from Riparia to Lew-
iston. Messrs. Erickson and Peterson
of San Francisco were awarded the
work. They are required to finish the
line by April 1, 1906.

NEW RAILROAD LINES.

Over 400 Miles Projected for Oregon
This Year.

The Oregon Sunday Journal of July
15 gives the following pertinent re-
sume of the amount of new railroad
now being built or contemplated in
Oregon or tributary to Oregon:

Including the Riparia-Lewiston-
Grangeville extension into Idaho, the
region of which is directly tributary
to Portland, Oregon has a total of
about 400 miles of new railroad un-
der construction or officially announ-
ced for this year, as follows: Elgin to
Joseph, announced, 64 miles; by O. R.
& N.; Arlington to Condon, 35 miles,
just being completed by the same
company; Great Southern, from The
Dalles to Dufur, 34 miles, under con-
struction; The Weed road into Klamath
county, 60 miles, announced; Med-
ford & Crater Lake railroad, 12 miles
under construction from Medford to
Eagle Point; Oregon Water Power &
Railway company extension to Trout-
dale, 7 1-2 miles, announced; Portage
road, 8 1-2 miles, Cello to Big Eddy,
completed, and 21-2 miles extension
to The Dalles announced; Portland to
Forest Grove, 25 miles, under con-
struction by Oregon Traction company;
Riparia-Lewiston-Grangeville ex-
tension of the O. R. & N. and the
Northern Pacific, 85 miles, contracts
being let; extension of Columbia Val-
ley railway company, five miles, under
construction; Lewiston to Grangeville,
electric, 60 miles, announced.

Rooms for Pendleton and Umatilla
County People at the Umatilla
Fair.

Write now to Mrs. William B. Bol-
ton, 674 1/2 Fifth street, Portland, Ore.
Convenient to the grounds. Rates
\$1.00, \$1.25 and \$1.50, including
breakfast.

Lehman Springs Stage.

The Lehman Springs stage will
start Saturday, June 20, and will run
till October 1, and carry passengers
and the mail. It starts from Lindsay's
stable, on Cottonwood street.

Some people 're slow an' sure, but
most people is jest slow.

When You Lose Your Taste.
"When people lose their taste," said
a physician, "they retain their old likes
and dislikes just the same. Miss Smith,
for instance, can't tell a slice of roast
beef from a fried onion, but she dis-
liked onions before her taste went, and
therefore she won't eat them now. People
lose their taste through severe
illnesses, and with the loss of taste the
loss of smell nearly always goes; hence
queer, cruel practical jokes. I know a
woman without smell to whom a pint
of onion juice was sent in a cologne
bottle. She deluged herself with this
onion juice and appeared in a crowded
heated ballroom."

"To a man without taste or smell all
cheeses must be alike, yet old Brown-
low won't touch limburger. He says it
would make him ill, and probably it
would. It is very odd to hear these de-
ficient people praising and condemning
food and drink. They do it, though.
They do it as heartily as you or I. I
have seen old Brownlow send away in
disgust a glass of white wine, claiming
it was corked, while at the same time
he ate calmly an added egg."—Balti-
more Herald.

The Confusion of Wives.
Occasionally the excess of wives in
Utah leads to amusing consequences,
as when one of the apostles invited a
visiting gentle to dinner. The guest
lost the address and looked up the
apostle in the directory. He observed
that his hostess, though she answered
to the proper name, seemed unprepared
for him, and presently he heard her at
the telephone.

"Oh, Emma! Is John living at your
house this week? Is he expecting
somebody to dinner today? Very well.
The gentleman will be there in a few
minutes."

Then returning to the stranger she
handed him a paper slip.

"You came to the wrong house, sir.
This is the address you want."

On another occasion a little girl came
running into the parlor while a visitor
was calling.

"Mamma, mamma! Papa wants his
suit case packed. He is going to live
with Aunt Emma this week."—Leslie's
Monthly.

Meats and Digestion.

Of all known meats veal is the hard-
est to digest, requiring five hours and
thirty minutes. The Italians are a
happy people. They are healthy and
hopeful. Their favorite meat is veal.
Veal in the New York markets must
weigh exactly 120 pounds to the car-
cass to be perfect. That is the stand-
ard of quality and price. All sorts of
tricks are resorted to to hit the mark
precisely. The question is, What is
best for the human race, food that re-
quires a long time to digest or a short
time? Roast beef is digested in three
hours. We Americans are great eat-
ers of pork, which is nearly as hard to
digest as veal, requiring five hours
and fifteen minutes. We are a nation
of dyspeptics, reveling in fresh bread,
which takes three hours and fifteen
minutes. China and Japan live on
rice, which digests in one hour.—New
York Press.

Pulling Ostrich Feathers.

A man who runs an ostrich farm,
asked the other day as to the method
of gathering the feathers, admitted
that they were pulled out of the birds
once in every eight months. Was the
process painful?

"Well," he replied, "about equal to
pulling out your eyeteeth." A good
many ladies who wear ostrich feath-
ers do so in the belief that they are
thereby serving the cause of humanity.
As a matter of fact, they are encour-
aging the most cruel and barbarous
torture which man can inflict upon a
bird.—Sporting and Dramatic News.

Coined in Bedlam.

The phrase "to sham Abraham" was
coined in Bedlam, or Bethlehem hospi-
tal, where there was at one time an
Abraham ward, the inmates of which
upon certain days were permitted to
go out as licensed beggars on behalf
of the hospital. These mendicant in-
mates were known as "Abraham men,"
and their success in invoking the pity
of the charitable was such that they
had many unlicensed imitators, who,
when discovered, were said "to have
shammed Abraham."

Fighting Seasickness.

There is one place in a ship where
the voyager may be at rest. This writ-
er discovered it during a mid-Atlantic
storm, when he went down to the bath-
room, tumbled into a warm sea bath
and floated. The vessel was perform-
ing the most amazing antics, but the
water in the bath kept its usual gravi-
ty, and the bather floated with a smile
upon its bosom.—London Chronicle.

A Bad Chasm.

"Yes," said the cheerful idiot, "there
is one social chasm that politeness can-
not bridge."

"What, for instance?" asked the tired
citizen in the hope that the idiot was
threatened with a lucid interval.

"Sarcasm," replied the cheerful idiot,
laughing ghoulishly.—Baltimore Ameri-
can.

Hereditary.

"Is genius hereditary?" asks a scien-
tific journal.

An editor replies: "We have not time
to investigate the subject, but we are
inclined to think that it is. At all
events, our youngsters are wonderfully
smart."

Frigid.

"Rather cold blooded person, isn't
he?"
"Cold blooded! Say, that fellow can
attend a ball game without getting
excited!"—New York Press.

A person is always startled when he
hears himself seriously called old for
the first time.—O. W. Holmes.

See Withee for gasoline engines and
pumps.

AGENTS IN SESSION

RAILROAD MEN DISCUSS
ING THEIR INTERESTS.

Questions of Importance to the Pub-
lic and the Railroads Are Being
Threshed Out in Portland Today—
Excursion Will Be Run From Port-
land to The Dalles at Close of Con-
vention.

Portland, Ore., July 17.—The ninth
annual convention of the National As-
sociation of Railway Agents convened
in the parlors of the American Inn at
the Lewis and Clark exposition this
morning.

The sessions will continue for three
days and are attended by delegates
representing all the principal railroads
in the United States. The Eastern
delegates arrived yesterday afternoon
on a special train and were entertain-
ed last evening by the Commercial
club.

The morning hours of the opening
day were occupied with speeches of
welcome by Mayor Lane, President
Goode of the exposition, and A. L.
Craig, general passenger agent of the
O. R. & N. company. Responses were
made by A. M. Cleland, general pas-
senger agent of the Northern Pacific,
S. K. Hooper, general passenger agent
Denver & Rio Grande, and others.

The convention will deal with subjects
presented by the following members:
G. F. Rummel of Burlington, Iowa,
accountant for the Burlington, will
discuss, "Need of Uniform Account-
ing Methods;" E. F. Saur of the Van-
dalla lines, Effingham, Ill., "The Most
Effective Means of Reducing Errors
in Handling Less Than Carload
Freight;" W. H. Cary, of the Frisco
system, Armory, Miss., "Does the
Railway Agent Receive the Recognition
He Deserves Compared to Other
Departments?"; C. C. Goss of the I.
M. & S. Little Rock, Ark., "Increase
in Tonnage Per Car L. C. L. Merchan-
dise vs. Decrease in Cost. Per Ton
Handling;" W. E. Kerr of the B. & O.
Newark, O., "Most Practical Method
for Adjusting and Handling Claims;"
J. M. Hudgens of the L. & N. Stamps,
Ark., "Importance of the Railway
Agents as a Medium Through Which
Adverse Feeling of the Public Against
Railroads May Be Reversed;" E. E.
Flack, cashier of the Vandalla, Eff-
ingham, Ill., "Legislation and Its Ef-
fects on Car Service and Weighing and
Inspection Bureaus;" W. G. Clarke,
Little Rock, Ark., "Cost of Transfer-
ring Carload Freight—Transfer Plat-
form vs. Transfer Tracks;" A. N.
Newark, O., agent B. & O., "Re-
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