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What to Teach the Boy. Teach him to be true to his word. To respect religion for its own sake. To face all difficulties with courage and cheerfulness. To form no friendships that can bring him into degrading associations. To respect other people's convictions. To reverence womanhood. To live a clean life in thought and word as well as in deed. Teach him that true manliness always commands success. That the best things in life are not those that can be bought with money. That to command he must first learn to obey. That there can be no compromise between honesty and dishonesty. That a gentleman is just what the word implies—a man who is gentle in his dealings with the opinions, feelings and weaknesses of other people.—L. M. Montgomery.

JUDGMENTS.

Recently San Francisco ministers have been exploiting moral conditions in San Francisco and many sharp criticisms on social life in the Bay city have been made in her pulpits. The newspapers defended the city against the broad accusations of the ministers and on the morning of the earthquake, the San Francisco Call, in the very last issue of that paper which came from the press but two hours before the city was devastated, summed up moral conditions of the city as follows:

"Excellent and high-minded clergymen in this city are discussing, rather warmly, its moral status. All cities need to have their morals medicated. San Francisco is no exception. Bishop Hamilton, who lives and has spiritual jurisdiction here, has filed a description of San Francisco, including anarchy and social vice among our characteristics. Others, supporting his statements, express a fear of local revolution and bloodshed.

"This is a very cosmopolitan city. We have here the good and bad of many races and nationalities. We blaspheme in many languages. Once in a while a red flag is raised. But let us be calm. In as many languages as we use in blasphemy we offer prayer and praise. Out of the same mouth come curses and blessing. One red flag does not make a revolution. It is usually at one end of a pole that has a foot at the other end. If the fool gets fractious the police takes him in.

"San Francisco is a frank sort of city. It displays its vices. They are not concealed. The city puts up no false pretense to being a new Jerusalem. Let us not be heavy-hearted. The vices we have roost high to be seen, and their jackdaws may be heard afar. "But our virtues far overmatch them and make less display and not as much noise. If these good men are fearful and moved to flee, to what city of refuge will they take a ticket to better themselves in moral surroundings? Better stay with it and work redemption, talking less."

Since the calamity has visited the beautiful city many people now remember the accusations and anathemas of the ministers and in whispered horror declare that is a "judgment."

Geology sweeps away the "judgment" fallacy. Reason, intelligence, experience, history cry out against it. Volcanoes and earthquakes are as natural as winds and the sunshine. Lava flows and tremors are natural consequences of natural conditions. Because a city, built over an earthquake belt, is shaken down by an unusual agitation of the crust of the earth is no sign of a "judgment" of the Creator. Central Persia has been torn asunder by earthquakes, in the far interior where there were no inhabitants. Islands of the sea have been scourged by volcanoes and have been lost from sight, where not a solitary human inhabitant lived to be "punished."

BEST TERM OF SCHOOL.

What has been the best year of public school ever held in Pendleton, is now drawing to a close. It is best for two reasons: First, because the facilities were better and second, because the better facilities gave greater scope for organization and discipline. There has been capable and conscientious work in the past, but it was largely unavailing because of conditions which surrounded it. Prof. L. R. Traver, city superintendent and his capable corps of teachers have made history in the public schools in this city during the past year. The record is an invitation to outside students to come here to attend Pendleton public schools, as well as a keen inducement for those now in the schools to stay and finish the excellent course begun.

The organization, discipline, method pursued and maintained in the schools have aided in building up the best system of public schools in the inland empire. This should bring 50 new families to this city for the beginning of the next school year.

The addition of the commercial course in which students may learn shorthand, typewriting, bookkeeping, commercial law and other useful commercial branches, should be a strong inducement to families seeking a good school to come to Pendleton. Aside from this, the discipline, the system of work which gets results from each individual student, the organization which brings out a full attendance all the time—are all vital inducements to those desiring excellent school facilities.

Even better plans are in store for next year. The faculty and the school board are co-operating in every way to add efficiency and force to the schools and next year Pendleton will open her schools better equipped by trained teachers and new and commodious rooms, than any other public school in Oregon. Those who are thinking of seeking a location near a good school are urged to investigate Pendleton before looking elsewhere.

GREATEST TRAFFIC CENTER.

A message from Mazatlan, Mexico, stating that a monthly line of steamships was to be established between Salina Cruz on the Isthmus of Tehuantepec and Portland, gives much color to the assertion of the St. Louis Globe Democrat that the Gulf of Mexico will soon become one of the busiest bodies of oceanic water in the world. In referring to this matter the Globe-Democrat calls attention to the fact that the principal railways are looking for outlets on the gulf, and says:

"In all sections of the country the leading railways are studying connections with the Gulf of Mexico, the work on the Panama canal naturally suggesting that one of the world's greatest centers of commercial activity will be developed there. West of the Mississippi the railroads have been reaching vigorously in that direction, and will be among the foremost to get to the goal.

"East of the river the same movement is visible. One project aims to approach Havana by binding together the succession of islands, until through trains can enter Key West. Another plan is to combine a number of small Georgia roads in a line to the gulf port, and the Alabama iron region is interested in the gulf outlet. Pensacola, Gulfport, Mobile, New Orleans, Galveston and Port Arthur are all awake on this large subject.

But more important than the construction of any gulf railway system is the improvement of the Mississippi river, the great continental artery, whose headwaters reach into half the states, and whose navigable tributaries sweep thousands of miles north, east and west. Railroads running gulward will command a good local as well as through traffic, for they traverse a region whose rich resources have as yet been lightly touched. In the transportation of bulky freights the river, with a per-

manent deep channel, is needed, not only to prevent freight digestion, but to fix the low rates that go so far toward building up and maintaining a prosperous national and international trade.

SAN FRANCISCO.

Serene, indifferent of Fate, Thou stitest at the Western Gate; Upon thy height, so lately won, Still slant the banners of the sun; Thou seest the white seas strike their tents, O warder of two continents! And, scornful of the peace that flees Thy angry winds and sullen skies, Thou drawest all things, small or great, To thee, beside the Western Gate. O, lion's whelp, that hidest fast In jungle growth of spire and mast!

I know thy cunning and thy greed, Thy hard high lust and wilful deed, And all thy glory loves to tell Of spacious gifts material.

Drop down, O fleecy fog, and hide Her skeptic sneer and all her pride!

Wrap her, O fog, in gown and hood Or her Franciscan Brotherhood.

Hide me her faults, her sin and blame; With thy gray mantle cloak her shame.

So shall she, cowed, sit and pray Till morning bears her sins away.

Then rise, O fleecy fog, and raise The glory of her coming days.

Be as the cloud that flecks the seas Above her smoky argosies;

When forms familiar shall give place To stranger speech and never face;

When all her throes and anxious fears Lie hushed in the repose of years;

When Art shall raise and Culture lift The sensual joys and meaner thrift,

And all fulfilled the vision we Who watch and wait shall never see,

Who, in the morning of her race, Told far or meanly in our place,

But, yielding to the common lot Lie, unrecorded and forgot.

—Bret Harte.

RAILWAY EARNINGS.

The debate on the railroad rate bill in the senate has brought to the surface much valuable information with reference to the railroad mileage, earnings and taxations of the railroads in this country as compared with railroads of foreign countries. It is a fact not generally known that there are more miles of railroad in the United States than there are in Europe, Asia and Africa combined, and nearly half the railroad mileage of the world is confined to the United States.

In 50 years the growth of the present railway system of the United States has been marvelous. It reached in 1850 only 9,021 miles. According to the report of the interstate commerce commission of 1905, the total operated railroad mileage in the United States on June 30, 1904, was 212,243 miles.

The gross earnings and income of the railroads in the United States for that year were \$2,188,108,081, or about \$6,000,000 a day; locomotives in the service of the railways, 45,743; total number of cars of all classes, 1,758,561.

The number of persons on the payrolls of the railways of the United States for that year was 1,396,121, and the wages and salaries paid to railroad officers and employees for 1904 was \$817,598,810, and the par value of the amount of railway capital outstanding on June 30, 1904, was \$12,212,124,679, representing the capitalization of \$64,265 a mile for the railways in the United States and paying an annual taxation of over \$69,000,000.

When it is remembered that the total railway mileage in European Russia is 32,967; in Germany, 28,102 miles; Austria-Hungary, 22,634 miles; France, 26,950 miles; United Kingdom, 22,634 miles; Japan, 44,925 miles; China, 1176 miles, and Africa, 15,560 miles, one can see how far the United States leads the great nations of the world in railroad mileage and in immense power and influence of railroads.

PRISON AND A FINE OF \$575,749.

Judge Spear in the United States court at Savannah, Ga., Friday sentenced B. D. Greene and John F. Gaynor each to a term of four years in the penitentiary and to a fine of \$575,749.99, the amount each is charged with having fraudulently obtained from the United States government. Gaynor and Greene were convicted in the federal court in Savannah, Ga., of conspiring with Captain Oberlin M. Carter to embezzle money from the government on contracts. Imprisonment is to be in the federal prison at Atlanta.

HEARD OPERA BY TELEPHONE.

Think of it, how strange and unbelievable this would have sounded a few years ago: "The opera of 'Faust,' played in Cheyenne, Wyo., 600 miles away, by the National Opera company was heard by long distance telephone in the convention of electricians in session in Salt Lake City. The orchestra, voices, and even the applause, could be distinctly heard."—San Francisco Star.

At Endicott, Wash., Philip Ochs and Jacob Ochs, cousins, quarreled and the latter was severely slashed with a pocket knife. Both were drunk. Philip has escaped.

Royal Baking Powder Absolutely Pure Made from Pure Grape Cream of Tartar

In baking powder Royal is the standard, the powder of highest reputation; found by the United States Government tests of greatest strength and purity.

It renders the food more healthful and palatable and is most economical in practical use.

Housekeepers are sometimes importuned to buy alum powders because they are "cheap." Yet some of the cheapest made powders are sold to consumers at the highest price.

Housekeepers should stop and think. Is it not better to buy the Royal and take no chances—the powder whose goodness and honesty are never questioned?

Is it economy to spoil your digestion by an alum-phosphate or other adulterated powder to save a few pennies?

ROYAL BAKING POWDER CO., NEW YORK

RICHEST NEGRO FARMER.

Cody Bryant enjoys the distinction of being the wealthiest negro farmer in Georgia.

Bryant's estate, which he has accumulated without receiving outside aid within the last quarter of a century, is reputed to be worth between \$50,000 and \$100,000. He owns unincumbered nearly 2000 acres of the finest farming land in Middle Georgia, much of it being valued at \$50 an acre. In addition to his extensive land holdings Bryant has large sums invested in various enterprises in his section. Bryant runs about 60 plows on his various farms in Jasper county.

Bryant is a splendid type of the old slavery time negro. Humble, courteous and scrupulously honest, he has the respect and confidence of his white friends and his credit with the mercantile houses and banks of this section is practically unlimited. He pays no attention to politics and has a profound contempt for the latter day professional negro office-seeker. Bryant never attended school a day in his life, although he is better educated than the average negro in this section.—Atlanta Constitution.

A BILLION OF NICKELS.

More than one billion passengers were carried on the surface, elevated and subway roads of Greater New York last year. The exact number of paid fares was 1,171,151,698, an increase of 53,493,451. Of these fewer than a quarter were transferred. The increase in transfers fell far below the increase in paid fares, which is

WHO PAYS THE BILL?

The following, where a moral is clearly shown, is taken from an exchange: Recently a church congregation in a little Kansas town built a new church. To pay for it they were obliged to call on the merchants of the community for donations.

The merchants responded liberally and \$300 was raised from this source. The last man asked to subscribe was John Smith, jeweler. "I will give you \$5 if you will let me add something to the subscription list," he said. The permission was accorded him and he wrote at the foot of the list:

John Smith, jeweler, \$5. Sears, Roebuck & Co., \$0. Montgomery Ward & Co., \$0.

The church people saw the point when the minister read the list of donors to the building fund from the pulpit, and since the dedication of the church there have been no mail orders sent out from that Kansas town.

Twenty-five women have been admitted to practice in the United States supreme court. The most recent was Mrs. Sarah Herring Sorin of Tucson, Ariz.

IT PAYS to buy MENNEN'S BORATED TALCUM because of its perfection and purity. But it does not pay to buy MENNEN'S POWDER nearly as well, as it pays to sell an imperfect and impure substitute which, costing about half the cost of MENNEN'S, yields the dealer double profit.

THE CONVENIENCE of electric power is a thoroughly established fact. Aside from this, its absolute safety, economy of space, low cost of operation and

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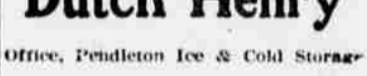
Wood and Coal to Burn

and that will burn; try a phone order and be convinced that I handle the good kind only.

Dutch Henry

Office, Pendleton Ice & Cold Storage Company. Phone Main 178.

Also at Hememan's cigar store, opposite Great Eastern store. Phone main 4.



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We don't pretend to give away our elegant stock of up-to-date vehicles. But we do say that we will sell you the most stylish and well-made trap, buggy, runabout, phaeton, surrey or buckboard at lower prices, quality considered, than you can buy at any place in Pendleton.

We sell Wilson's Wagons, Hacks and Buggies. Easy running and made from bone-dry material, guaranteed to give satisfaction in this climate.

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