

REAL ESTATE FOR SALE

- \$3750—Modern house, 7 rooms, 2 lots, on Logan street on installment plan, deferred payments at 6 per cent.
- \$2500—Modern house, 7 rooms, 50-foot lot, 814 East Alta street; on installment plan, deferred payments at 6 per cent interest.
- \$700—Small cottage, corner of Mark and Blaine street, on installment plan, deferred payments 6 per cent interest.
- \$650—Rooming house on South Main, 12 fully furnished rooms, kitchen and dining room furniture, long lease on building.
- \$2000—Modern cottage of 5 rooms close in on West Court street. Easy payments.
- \$1500—Seven blocks from Main street on West Court, a modern 5-roomed cottage. Easy payments.
- \$2000—Modern 6-roomed cottage; 3 lots, north side, easy payments.
- \$1400—Modern 6-room cottage, 2 lots, 9 blocks from Main street on W. R. R. Installment plan.
- \$1350—Modern 5-room cottage, toilet, bath, connected with sewer, Jane street, between Alta and Court. Installment plan.
- \$1200—Modern 5-room cottage, toilet, bath, connected with sewer, Main street, between Webb and Railroad streets. Installment plan.

LIVERMORE & BICKERS

Insurance and Real Estate, Room 12, Judd Bldg., Pendleton, Oregon.

A Word About PIANOS

Look over the list of the well known pianos handled by the GREAT HOUSE of SHERMAN, CLAY & CO., and see how many other pianos made in the United States are cheap at any price. Read the list carefully: Steinway, Knabe, A. B. Chase, Hardman, Everett, Emerson, Ludwig, Estey, Vose, Packard, Fischer, Kingsbery, Haller, Stoe and a large number of others, and when it is known that these little houses cannot buy these pianos at any price and that they are sold all over the United States at ONE PRICE, freight added, you will know you can't make a mistake in selecting one handled by the house of Sherman, Clay & Co., buying, as they do, three times as many instruments as all the other houses on the coast combined, they get the lowest price that a good piano can be made for. Sherman, Clay & Co., the one price house. Special sale this month only.

JESSE FAILING, Pendleton, Oregon.

Real Estate Snaps

- Three great bargains in real estate: Fine, 8-room house on two nice level lots on corner, on the prettiest street in Hood River. Price \$2000, worth \$2500.
- 80 acres of fine wheat land in Sherman county, Oregon; high state of cultivation.
- Two nice level lots in the town of Emmet. The town property is worth \$600.
- The 80 acres is worth \$2400. Our price for 30 days is \$2200; \$800 cash, balance \$200 a year and interest at 8 per cent.
- 57 acres fine irrigated land, two miles west of Irrigon, all cleared, rabbit fenced and watered. Price \$5000. A money maker.

ADDRESS LOCK BOX 408, Pendleton, Ore.

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BALTIMORE AND OHIO RAILROAD HISTORY

It was just 80 years ago today that a group of Baltimore's foremost citizens met at the residence of Philip E. Thomas for the purpose of devising a means which would enable commercial intercourse between Baltimore and the Ohio river, and thus overcome the commercial advantages her neighboring cities, Philadelphia and New York, enjoyed by reason of canals.

The Baltimore & Ohio is the oldest steam railroad in America. The first stone of its roadbed was laid in this city on the Fourth of July, 1828, with elaborate ceremony. Over its original length of nine miles mules dragged its cars. Then Peter Cooper, a manufacturer of New York, brought to Baltimore a steam engine—a curious concern, something like a boiler with a stovepipe in it—in 1831. And Cooper's engine broke down and the horse express beat it. Then came the grass-hopper engines—the embryonic germs of the tremendous locomotives of today. So, historically, the Baltimore & Ohio is extremely interesting.

The road grew. It was the first to cross the Allegheny mountains and tap the great west. It grew, and thanks to the energy, the executive capacity, the untiring labor of John W. Garrett, it thrived in time.

Under the management of John W. Garrett the road arose to a prosperity that even he had not dreamed of. The company's stock paid 10 per cent dividends. If a dying man had money in the Baltimore & Ohio he died content, for he knew his widow was provided for.

John W. Garrett died in 1884 and his son, Robert Garrett, succeeded him as president of the Baltimore & Ohio. One of the most interesting chapters in the history of the road occurred when Robert Garrett opened the "bottle of champagne that cost millions."

At that time there was one railroad between Philadelphia and Baltimore.

Robert Garrett wanted it for the Baltimore & Ohio. Thomas A. Scott wanted it for the Pennsylvania railroad. That railroad was the Philadelphia, Wilmington & Baltimore. Just at that time it was naturally the most desirable thing in the world for the B. & O., and likewise for the Pennsylvania.

Robert Garrett set about to acquire the property. He learned that several of the largest owners of stock lived in Boston. With their stock in his possession he could easily get control of the majority. So he went to Boston, where his negotiations were eminently successful. Already in his mind's eye he saw the B. & O. trains rolling into Philadelphia.

But Robert Garrett was never a self-contained man. He drank deep. Arrived at New York he went to a dinner party. Some corporation lawyers were among those present. At that dinner party the bottle of champagne that cost millions was opened. Robert Garrett drank it. Flushed, he could not keep his triumphant secret. But one man, whose legs were under the mahogany, did not drink. He excused himself about 10 p. m. and left the table. Before daylight he was in Philadelphia and at the house of Thomas A. Scott, president of the Pennsylvania. The next morning emissaries of the Pennsylvania were hurrying to Boston and other points to get hold of the P. W. & B. stock. By 2 o'clock the next day the papers were signed, \$3,000,000 in cash paid over, and the Pennsylvania had control of the Philadelphia, Wilmington & Baltimore.

When Robert Garrett awoke on what he firmly believed was to be the morning of his triumph the newspapers were full of the deal between the Pennsylvania and the P. W. & B. Robert Garrett then determined that the Baltimore & Ohio would build its own line into Philadelphia. This it finally did.

THE TRUE STORY OF HOMER DAVENPORT

Homer Davenport, whose cartoons in various New York papers have played a telling part in some of the presidential and local political campaigns, and which between times have illuminated subjects of passing interest with remarkable pertinency, is described as one of the real notables of the New York newspaper world. Frederick Denn, who writes of him in the Editor and Publisher, (New York) tell us that when Davenport came to the city "he brought with him a large heart, a big head and a sharp pencil." "He came a lover of dumb beasts and a hater of human weakness and human vice."

What he has done is realized in part by most readers of the New York press, but the present writer tells, in addition to what he has done, something of the sort of man he is and how from the cradle, almost, he has been "predestined" for success in the work which he has chosen.

Caught in the whirl of overfeeling against the aggrandizement of power, Davenport instinctively turned his attention to the amelioration of the condition of the weaker under-brother and with the only weapon at hand—his pencil—began a battle royal against what he considered right, justice, truth, real manhood.

The pencil, guided by the head, has done its deadly work, and the world at large knows him only for his clever cruelty to those in high office. To his intimates has been given the pleasure of seeing the kindlier side—the big heart of the man that envelops the cruelty of the caricaturist.

Davenport is a natural-born cartoon maker. His part in the world's work was predestined, foreordained. He is an incarnation of a Michelangelo, with talents turned aside to the specific use of satire. A true student of nature, his play on his father's farm was his loving care of the young animals about the place, his chief occupation was drawing, drawing not only the things that he saw about him, but the fancies of his brain, and these he drew on the blackboard, on the floor, on any sheet of paper that came to hand.

In the days that Thomas Nast was in his glory, Homer Davenport's mother went to hear him lecture. The forcefulness of the man and his peculiarly attuned personality to his chosen work so captivated her that she longed for some one of her own flesh and blood to follow in his footsteps. She desired a son to be a second Nast. She searched, the bookshops in her country home, went to larger places for additional material, sought high and low for traces of this, her hero.

As other mothers longed for a warrior, a statesman, a priest, for her son this woman prayed for a cartoonist, a caricaturist, a sketcher of men's follies. She had given her husband three children. Only one, a girl, had lived beyond early youth. But this newly-born was to be a giant—in stature as in intellect.

And the impossible came to pass. This son thrived and passed safely through his second summer. His earliest recollection was as a child of 3. He was too weak to play with other children and spent his time lying on the floor drawing, drawing, incessantly drawing, with a soft pencil or a bit of charcoal, on the boards upon which he lay sprawled. His father had painted the floor of his room a dead white, and as soon as his pictures covered the space around him, the whitened boards were mopped off and the draftsman given another canvas.

His mother's dying wish was that Homer should never go to school, and her desire was made a religion. On one occasion, in a misguided moment, the little shag was sent to the

village primary. The teacher allowed him the unusual privilege of going to the blackboard whenever he was tired, and there rest his nerves with the use of the crayon, but the abnormally nervous temperament of the child soon felt the eyes of the others upon him, and he returned home a wreck.

ICE FROM THE GLACIERS.

Novel Industry Growing Up in Switzerland.

The introduction of electric railways into Alpine districts has been the means of establishing a new and somewhat strange industry—namely, the quarrying of glacier ice for distribution in large cities.

It would appear that certain of the Swiss communes have been able to grant concessions of their glaciers for this purpose, and considerable sums have been expended in constructing ice slides or V-shaped troughs, in which the blocks of ice, often of large size, blasted out of the glacier are transported to the vicinity of the stations for conveyance, in carefully refrigerated vans, to Lyon and other large cities remote from the Alps.

The method of blasting with black powder so as to avoid the discoloration and soiling of the ice, and the engineering ability displayed in erecting the slides and in providing sufficient friction by means of curves to avoid excessive speed in the downward journey of the ice blocks, are spoken of by the London Times as examples of considerable ingenuity and skill.

Glacier ice, which is perfectly pure and transparent, and which has many qualities which are greatly appreciated by consumers, commands a higher value than that of the usual kind obtained from the surface of frozen ponds or lakes. A singular feature in connection with the preparation of the ice for the market is that it has been found necessary to store it for some days in special warehouses, formed of a double thickness of boarding with a stratum of sawdust interposed, in order to remove a coating of frost or non-transparent ice which tends to form on the surface of each block as it leaves the glacier.

To Bridge Snake River.

A dispatch from Salem says: A state appropriation of \$25,000 is asked for by a bill introduced in the house by King of Malheur for the construction of a bridge across the Snake river at Ontario. The appropriation is made contingent upon the appropriation of a like sum on the part of Malheur county. The bill also provides for the appointment of a commission to be known as the board of Snake river bridge commissioners, and this body is to have charge of the construction of the bridge and the expenditure of the money appropriated by the state and made by the county.

Do the right thing if you have Nasal Catarrh.

Get Ely's Cream Balm at once. Don't touch the catarrh powders and snuffs, for they contain cocaine. Ely's Cream Balm releases the secretions that inflame the nasal passages and the throat, whereas common "remedies" made with mercury merely drive them out and leave you no better than you were. In a word, Ely's Cream Balm is a real cure, not a delusion. All druggists, 50c, or mailed by Ely Bros., 56 Warren street, New York.

At Leavenworth, Wash., the weight of snow and ice collapsed the roof of the Great Northern ice house—the largest ice house in the state. A Japanese laborer in the building was killed.

FRAZER THEATRE

Monday & Tuesday Nights, Feb. 18-19



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250 Young Ladies and Children 250
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ALL IN GROTESQUE AND BEAUTIFUL COSTUMING, REPRESENTING PIXIES, GOBLINS, BROWNIES, MONKEYS, INSECTS, PICKANINNIES, FAIRIES, FLOWER GIRLS, BUTTERFLIES, PAGES, AMAZON GUARDS, JAPANESE MAIDENS, YANKEE DOODLE GIRLS, ETC.

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TWO HOURS OF FUN AND FROLIC IN FAIRYLAND, WHERE ALL IS GAUZ AND GLITTER, MUSIC, LOVE AND FLOWERS.

Prices 35c, 50c and 75c

SALE OF SEATS OPENS AT PENDLETON DRUG CO. ON SATURDAY, FEB. 16.

Wheat Land For Sale

ALL IMPROVED LAND, and will be sold at a bargain if taken at once.

Personal reasons for selling. Two or three crops will pay for the land. For terms and other information,

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"S" East Oregonian.

Pendleton, Oregon