

Authoritative Fall Styles in the Smartest Clothes Manufactured for Women and Children of Taste ∴ ∴

IT HAS NOT just happened that this store has won its reputation--success does not come haphazard. This store has worked hard to win and has won, by **Seeing Everything, Picking Out the Best in Styles, Constantly Watching Quality and Looking Close to the Cut, Tailoring and Trimmings.**

The garments shown here have a distinction and smartness not to be found elsewhere-- the tailoring is of superior quality, delineating the genius of high art dressmaking, faultless in texture, correct in details--they readily meet the approval and commendation of women of fashion and individual taste.



Fashionable Fall Millinery

THE EASTERN Style Centers of New York and Boston have been visited and studied with the greatest care and our Fall Showing of exclusive styles in fine Street, Dress, or Party Hats will be the most comprehensive exhibition of smart and pretty Hats to be seen anywhere in this section.

So enthusiastic are we over our Fall Display in the Millinery parlors, that we feel that we are acting in your interests in asking that you make an early call and be convinced that no millinery store hereabouts has ever before attempted anything quite as comprehensive, or displayed anywhere near as many new and pretty styles.

These Departments, With Our Fall Showing of Furs, Will be at Their Best Next Friday and Saturday,

AUGUST 23 AND 24

In order to meet the demands of our ever-growing business, we have moved our grocery department in the basement, and we can now pride ourselves on having the **MODEL GROCERY** of the northwest. We extend a personal invitation to you to call. You are welcome whether you buy or not.

Everything new and neat, clean and cool. Prompt and reliable delivery, courteous treatment extended to all. With our new electric coffee mill we can grind your coffee and can assure you of good pure groceries at a saving.

The Peoples Warehouse

Where it Pays to Trade

Save Your Coupons

COAL PROBLEMS ARE DISCUSSED

THE OUTPUT WILL NOT BE MATERIALLY DIMINISHED.

Supply and the Transportation Problem Are Inextricably Entangled-- Protracted and Alarming Shortage of Cars is Imminent Throughout the Ensuing Fall and Winter--Interesting Situation Revealed Under the Caption "Without a Track."

From the recent report made by a joint committee of the Boise city council and the board of trade of that place is taken the following interesting addition to the almost unending discussion of the fuel problem:

There is some anxiety among a great many people as to what the effect of the new scale, and new hours of time, will be upon the present supply of coal, but we ourselves, taking everything into consideration, believe that the eight hour day scale as to time and the new scale as to pay will not diminish the present output of coal, in fact, we, ourselves, and a great many other people that we have visited and talked to, believe it is likely to improve conditions in place of making them any worse, and when this new scale is once fully established, which will likely be in the next few weeks, we have reason to believe that the output of coal may be increased 10 per cent.

In this question of coal supply and demand, there is another large factor entering into the same, and that is transportation. The transportation is furnished exclusively to this country by the Oregon Short Line and the Union Pacific railroads. Both companies claim to be independent of one another, but work harmoniously so far as traffic arrangements are concerned, and we believe that the transportation question is as much interwoven with the coal proposition as if it were a part and parcel thereof. While it is true that the railroads do not mine the coal, nor do the railroads own any of the coal mines, so far as we know, and while the railroads claim to be simply a common carrier for the coal mines, as for all other commodities, we are led to believe that the Oregon Short Line Railway company exercises a moral influence over these mines that is paramount, above all others.

The best way to illustrate this question is that, with the present short supply of coal that is being mined in Kemmerer, and in Diamondville, the railway company has made a demand upon these two mines for 2000 tons of coal a week for railroad purposes, and while, in our opinion, they pay less than commercial customers, and the commercial supply of coal is already short, still, the mines do not refuse the railroad's demand, and the week of our investigation these mines furnished the railway company, each one, nearly 1000 tons of coal, or 2000 tons a week from these mines out of the market for domestic supply and diverting it to railroad use. This coal, the railroad company claims, is used for their coal bins and their engines, on the hill that exists near Kemmerer, Wyo., and close to these mines.

We did not investigate this particular question, but simply took the railroad company's version of it, but we do know that if the railway company had not taken this 2000 tons of coal a week and are likely to take this 2000 tons of coal a week still further, that there would have been a much better supply of coal for private consumption than there is.

We also learned that last year during the months of September and October, during the sugar beet season, these very same mines that produced then an adequate supply of coal were only able to run three-fifths of the time on account of a shortage of cars, and in that length of time that they were lying idle, waiting for cars, they could have produced in the various mines, nearly 75,000 tons of coal, which, if properly distributed for domestic purposes, would have relieved all the want and suffering that was occasioned last year. And we believe, ourselves, that unless extraordinary measures are taken, and the railway companies use all the energy and force at their command, there will be an additional shortage of cars in 1907, and the coal supply still lessened because of having no means of transporting the same. In other words, the country has grown, but as far as we can see, neither the facilities for mining, nor the facilities for transportation has kept pace anything near to this growth.

Coal can be shipped from the mines to the various districts in which it is used in steel cars, in box cars, in fact in most any kind of a car. Of course, large steel cars are preferred on account of being more easily loaded, and while some of the mines do not use box cars for shipping coal, it is, according to our observations, as much the fault of not having adequate machinery to load box cars, or else on the part of the railroad company, as when there is a shortage of large steel cars at some mines, there is a supply of box cars, which cannot be loaded readily on account of not having the necessary machinery for loading box cars.

We also noticed that, with all this demand for coal, and this great increase of population, there have not been any new mines opened up in the Wyoming coal fields, and while we admit that there is now under contemplation the opening of some other good mines by the Kemmerer and Quealy people, they are not yet producing coal for want of proper railroad facilities which ought to have been furnished a year ago, and which, in our opinion, will not be ready for operation in 1907.

On the Union Pacific railroad, one mile from Rock Springs, Wyo., there exists a mine called the Wyoming

Coal & Coke company, which now produces 300 tons of coal a day, which has to be hauled by wagons about a mile to the railroad. There is graded from the main line of that road to said mine, a "Y" ready to put on ties and rails, and the whole distance from this road, both tracks on the "Y" would be about a mile and a half, and still there is not a tie nor a rail visible to supply that demand, nor to facilitate the output of this coal and put it upon the market to relieve distress. We have heard it said that the road would be put through and very shortly, but we have also learned that this same thing was said one or two years ago, and the track is as far off as ever.

There will be no adequate supply of coal produced in this section of country until the mine owners are encouraged by the transportation companies and the transportation companies wake up to the fact that they are common carriers and common servants of the people who created them and through whose territory they run, that their business is to facilitate, help, encourage and promote every industry and enterprise and make living better and cheaper, that the common weal is as much their duty as to pay dividends; not until then will we have coal sufficient for the wants of the people, and to which we are entitled.

HARRIMAN AT SACRAMENTO

WILL ATTEND NATIONAL IRRIGATION CONGRESS

But He Refuses to Make a Set Speech --No Citizen has a greater Living Interest in Irrigation Than He, as Every Acre Under Water in the Great West Will Either Contribute Directly or Indirectly to the Patronage Sustaining the Harriman System.

Sacramento, Cal., Aug. 21.—E. H. Harriman, railway magnate and many times millionaire, will attend the National Irrigation congress which will be held at Sacramento, September 2-7 next. Mr. Harriman is now in California on a combined business and pleasure tour and has responded to an invitation to attend the irrigation congress extended to him by the management at Sacramento. The invitation included a request to address the congress on the subject of the railway as a factor in the development of natural resources. In his reply, Mr. Harriman states that if he is able to remain in California long enough he will attend the congress and participate in the proceedings, but says he does not wish to prepare a set speech.

Mr. Harriman is the head of the greatest systems of railways combined under one management in the world. His roads traverse nearly all of the 17 western states which are the direct beneficiaries of the national reclamation act. Country building, the development of the territory reached by his lines, is part of the settled policy of Mr. Harriman's administration. In consequence of this fact, he, perhaps, has a greater interest in the National Irrigation congress and its object than any other man in the United States.

Mr. Harriman's participation in the irrigation congress will give it an added significance. It is not often that men at the head of the very largest commercial and transportation enterprises take the time to attend conventions of this or any other kind. The National Irrigation congress is going to bring together more men representing the great enterprises than any other previous similar convention held in this country.

A Pennsylvania editor complains that he is minus a "devil" and is having a devil of a time hunting his own type lice.



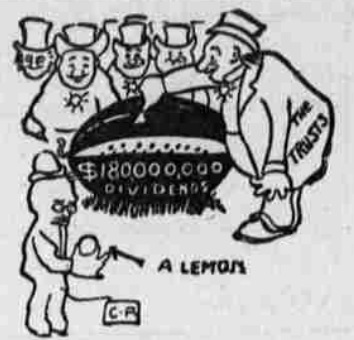
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Choice Fresh Meats, Lard, Sausages and Smoked Meats every day at the

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The July dividends have proven a juicy melon for the trusts. Its cutting has been very profitable to them, while to the common people it was like "handing them a lemon." The dividends we've declared will prove pleasing to all. There's no reason why everybody should not share in the "good things" we are offering in men's, correctly made clothing and furnishings for the fall of 1907. (Goods and prices.)

Bond Brothers

Pendleton's Leading Clothiers.

REXALL

Foot Powder

Ends All Your

Foot Troubles

The Pendleton Drug Co.



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There is nothing nicer than a draught of pure beer at lunch or dinner, and even the fair sex is partial to our brand, knowing that it gives them life and zest, and a new supply of energy for their daily duties. This exceptionally good brew is made of the most O.I.E... J...shrdieutain the purest water, the finest imported Bohemian hops, and the best selected malt. It is brewed according to special formula, and has no equal anywhere at the price.

Cases of two dozen bottles beer or soda delivered to your house for only \$1.00. Old Kentucky Wine and Liquor Store, JOHN GAGEN, Prop. Phone Main 550. Court St., Opposite Golden Rule Hotel.

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Pendleton's most popular Dining Room.

Best 25 cent meal in the city.

Clean rooms and beds in connection.

New management.

N. Dos Swearingen, Proprietor

Get the Best

Good

Dry Wood

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BEST KIND OF COAL.

PROMPT DELIVERY.

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Leave orders at

HENNING'S CIGAR STORE Opposite Peoples Warehouse PHONE MAIN 6

The Club Saloon

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