

New Railroad.

What is presumably Northern Pacific influence and capital has at last placed the railroad project north of the Columbia beyond the "hot air" stage.

For the past year surveys have been in progress along the north bank of the Columbia, between Pasco and Vancouver, and numerous theories have been advanced as to the meaning of it all. Yesterday papers incorporating the Wallula-Pacific railroad company were filed with the county clerk of Clark county, Washington, the capital stock being placed at \$1,000,000, the shares to be valued at \$100 each.

The incorporators are L. Gerlinger, of Portland, and G. M. Lyons and James P. Stapleton, of Vancouver.

For 20 miles on the north bank of the Columbia is the old grade of the Paul Mohr railway, one of the mushroom schemes of the last decade, and on this grade and along the right of way acquired by Mohr and associates a feasible railway route from Wallula to Vancouver can be located. Surveyors have been encamped along the entire length of the river between Vancouver and Umatilla for the past five months, and it is now thought that something tangible will be done. The Portland Telegram of yesterday says of the projected road:

Articles of incorporation of a railroad to be built from Wallula to the mouth of the Columbia river, opposite Astoria, working down the stream on the north bank, have just been filed at Olympia, Wash., by the Wallula-Pacific Railroad company. The incorporators are L. Gerlinger, of Portland, and G. M. Lyons and James P. Stapleton, of Vancouver, Wash.

A capitalization of \$1,000,000 is declared in the papers, with stock at \$100 per share.

When seen this morning Mr. Gerlinger said that he is not yet in position to make public details of the proposed enterprise, other than those facts contained in the incorporation articles. The officers of the corporation will not be elected until tomorrow, when a meeting for this purpose will be held at Vancouver.

As soon as organization has been effected, a crew of surveyors will be sent to the field, and the work will be dispatched with all possible celerity.

"In regard to the backing," explained Mr. Gerlinger, "there is ample capital behind the enterprise, and it comes from the east. Further than this I am not at liberty to state. I was notified by a man in New York to organize the company, and the shares would be disposed of. The field of the road is fertile and is one in need of transportation facilities."

In answer to questions, Mr. Gerlinger declared that the Wallula-Pacific is not affiliated with any Harriman, Great Northern or Northern Pacific interests, nor has the question of operating with the Columbia River & Northern been considered.

"This is strictly an independent enterprise," concluded Mr. Gerlinger, "and cannot be considered an agent of any railroad combination."

Reciprocity With World.

Chicago, Aug. 17.—The reciprocity conference to devise means of bettering the trade relations between the United States and foreign countries finished its work today, arranged for a committee to prosecute the plans of the convention and formed a permanent organization styled the American Reciprocal Tariff League. A committee of fifteen is to be appointed by the chair and given full power to organize and promote the work.

Resolutions to advocate the maximum and minimum tariff as a means of relieving the situation with which the country is confronted and suggest that such reciprocal concessions be arranged by a permanent tariff commissions created by congress and appointed by president.

A recognized authority—The Weekly Oregonian.

Plenty of Funds for Canal.

New York, Aug. 17.—Replying to the report that the suspension of digging operations on the Panama Canal has been caused by the exhaustion of the Congressional appropriation for constructing the Isthmian waterway, Theodore P. Shonts, chairman of the Panama Canal Commission, today said:

"It is not true that there has been any shortage, or that our plans for forwarding the work on the canal were curtailed for lack of money recently, when an order was issued that the building of terminals, of houses for the employes and of a better commissary should precede any further work in the actual excavation of the canal. The question of funds has not interfered with our plans at Panama in any way. When last the commission met to project work on the canal, there was still a surplus of about \$1,300,000, which would have been left over on the first of next January out of the funds then available. Since that time this surplus has been expended in the purchase and equipment of two steamboats.

"No financial difficulties that I know of have since arisen. There is, moreover scarcely a possibility that the work could be impeded for lack of funds, because the commission has the right at all times to contract against the appropriation of Congress.

"The order issued by the commission during its recent visit to Panama, to cease excavation on the canal, was due to the fact that before the men could dig with steam shovels, they must have railroads laid to carry away the dirt. It was further issued because the employes had to have a place to live in before they could be expected to work, and because a good commissary was imperative.

"Finally, there was a lack of sufficient terminals, both for the railroads and for the ocean shipping, 5000 tons of which lay piled up, with no means of handling it. This is all preliminary work which ought to have been done at the outpost of operations on the Panama Canal, but which was not done then."

Clearing the Harbor.

Victoria, B. C., Aug. 18.—Officers of the steamer Pleiades, arriving from the Orient today, say that at Port Arthur the work of restoring to the surface the millions of dollars' worth of naval property sunk during the historic investment is proceeding most satisfactorily, no fewer than 70 war craft of all classes and both flags having been floated prior to the Pleiades sailing from Yokohama.

The rescued vessels include the battleships Perseus, Probedia, Reizvan, Bayan and Pallada, with a large collection of useful dispatch, mining, torpedo and other craft. A contract has also been awarded to a Japanese firm for lifting the various merchantmen sacrificed by the Japanese in their blockading expeditions and sunk across the harbor mouth.

The contractors assume the rescue of these steamers on the chance of the salvage, but with an understanding to turn over all arms or other war material to the Japanese government.

In Japan a memorial is being prepared for transmission to the Russian government, praying that clemency and consideration be shown Admiral Negobotoff F. Ore, "as he proved himself a brave man and skillful officer and did all that man could do, placed as he was."

Marshals Busy.

Advices from Prineville state that considerable excitement was caused there August 14 by a number of Deputy Marshals, whose errand was kept a mystery. It is believed by the Prineville people that the officers came to serve papers on a number of people in connection with sheepkilling cases or the illegal fencing of public lands.

The entry of special agents into Prineville caused anxiety among the residents there, as several men in the em-

ploy of the Government have gone into the Ochoco and Crooked River countries, probably to gather additional evidence in the case of the Government vs. Williamson et al. One Deputy Marshal, S. Z. Henderson, has been at Prineville for the past six weeks, supposedly collecting evidence for the coming third trial of Williamson.

Public is Aroused

The public is aroused to a knowledge of the curative merits of that great medicinal tonic, Electric Bitters, for sick stomach, liver and kidneys. Mary H. Walters, of 546 St. Clair Ave., Columbus, O., writes: "For several months, I was given up to die. I had fever and ague, my nerves were wrecked; I could not sleep, and my stomach was so weak from useless doctor's drugs, that I could not eat. Soon after beginning to take Electric Bitters, I obtained relief, and in a short time I was entirely cured." Guaranteed at Slocum's drug store; price 50c.

Oregon Potatoes First Choice.

The United States government has officially recognized the merits of Oregon burbank potatoes. In competition with the same grade of potatoes from Washington and California the Oregon potato was selected by the government for the use of the troops in the far north. In Alaska, where the winters are very rigorous, the potato from this state has proved, by test, to be the best produced. The securing of an order for 3,000 crates of potatoes by McKinley Mitchell and W. B. Glafke, of Portland, puts a feather in Oregon's cap.

Potatoes and onions sent by the government from this country to the far north are always packed in crates instead of sacks. This insures the gov-

ernment against the substitution of inferior stock, as the crates are easily examined.

In competition with potatoes from all over the country Oregon potatoes sell in the Arizona market at a slightly higher price than those from elsewhere.

Changes have been preferred at Helena, Mont., against C. W. Bailey, former county clerk; L. B. Terrett, S. W. Selvidge and Harry Wright, all prominent, accusing them of complicity in swindling the state out of \$8000 through the operation of the bounty law.

Grant's Pass will take immediate steps to improve the town's supply of water. The quantity is unlimited, but the quality wretched on account of sewerage from small towns up the Rogue river, the "slickens" from the mines, and other contamination. A filtration system is probable, in fact it is all that can be done.

A Touching Story.

is the saving from death, of the baby girl of Geo. A. Eyer, Cumberland, Md. He writes: "At the age of 11 months, our little girl was in declining health, with serious Throat Trouble, and two physicians gave her up. We were almost in despair, when we resolved to try Dr. King's New Discovery for Consumption, Coughs and Colds. The first bottle gave relief; after taking four bottles she was cured, and is now in perfect health." Never fails to relieve and cure a cough or cold. At Slocum Drug Co.'s drug store; 50c and \$1 guaranteed. Trial bottle free.

The editorial page of the Weekly Oregonian gives a broad treatment to a wide range of subjects.

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