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Heppner

The Semi-Weekly Gazette --- ONE YEAR-

ELEVENTH YEAR

HEPPNER, MORROW COUNTY, OREGON, TUESDAY, MAY 2, 1893.

SEMIWEEKLY GAZETTE

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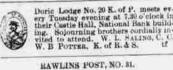
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(14, 15, 1906)	
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ance and Collections. Office in Council Chambers, Heppner, Or. swtf.

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It soothes the inflamed tissues, aids expectoration, and hastens

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The auccess of this Great Cough Cure is without a parallel in the history of medicine. All druggists are authorized to sell it on a positive guarantee, a test that no other cure can successfully stand. That it may become known, the Proprietors, at an enormous expense, are placing a Sample Bottle Free into every home in the United States and Canada. If you have a Cough, Sore Throat, or Bronchitis, use it, for it will cure you. If your child has the Croup, or Whooping Cough, use it promptly, and rellef is sure. If you dread that insidious disease Conse uption, nae it. Ask your Druggist for SHILOH'S CURE, Price 10 cts. 50 cts. and \$1.00. If your Lungs are sore or Back Isine, use Shilou's Porous Plaster, Price 25 cts. For sale by all Druggists and Dealers.



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A sycent package makes Five

allons of a Delicious, Streng sing, Effervescent Heverage,

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FRAZER GREASE BEST IN THE WORLD.

Its wearing qualities are unsurpassed, actually utlasting two boxes of any other brand. Not flected by heat. IF GET THE GENUINE. FOR SALE BY DEALERS GENERALLY. TUP



Highest of all in Leavening Power .- Latest U. S. Gov't Report.



WHY OUR ROADS ARE BAD. of Slow Development of the American Highway. While the people of the American states have furnished examples of almost phenomenal enterprise and achieve-ment in other directions, the construction and management of their public highways have been ringularly loose, unsystematic and improvident. Except in some of the New England states and some in New York and northern New lersey adjacent to the city of New York, there can scarcely be said to be anything like a system of public highways constructed with reference to permanence, durability and affording the best service to the community at all seasons. There are of course, local exceptions where by individual or associated enterprise, aided by special conditions as to surface and natural character of the soil or proximity to roadbuilding material, good roads have been constructed, but they

are few in number and limited in extent. The commissioner of agriculture, in his report for the year 1888, commenting upon the importance of the common roads as the feeders to the railroads of

the country, made use of the following suggestive statements: While our railway system has be come the most perfect in the world, the common roads of the United States have been neglected and are inferior to those of any other civilized country in the world. They are deficient in every necssary qualification that is an attribute to a good road-in direction, in slope, in shape and service, and, most of all, in re-These deficiencies have resulted not only from an ignorance of the true principles of roadmaking, but also from the varied systems of roadbuilding in force in the several states of the Union, due to defective legislation. The principles upon which the several states have based much of their road legislation is known as the road tax system of personal service and commutation, which is unsound as a principle, unjust in its operations, wasteful in its practice and unsat-isfactory in its results. It is a relic of feudelism, borrowed from the statute in the availed himself of the high bor' of England, and its evil results are today apparent in the neglected and ill conditioned common roads of the coun-try." And as the benefits to be secured by a change in these conditions, the commissioner forcibly adds: "By the improve ment of these common roads every branch of our agricultural, commercia brought to market would be diminished in price; the number of horses necessary and by these and other retrenchments millions of dollars would be annually

and manufacturing industries would be materially benefited. Every article purposes. It turned out to be a hen, so he as a motive power would be reduced, two ago, says the New York S saved to the public. The expense of re-pairing roads and the wear and tear of vehicles and horses would be essentially diminished, and thousands of acres of land, the products of which are now with it. wasted in feeding unnecessary animals in order to carry on this character of transportation, would be devoted to the production of food for the inhabitants of the country. In fact, the public and private advantages which would result from effecting this great object in the improvement of our highways are incalculable, not only to the agricultural community as a class, but to the whole population as a nation."

Undoubtedly one of the chief reasons for the tardiness in the development of a complete system of country roads in the United States is to be found in the unexampled rapidity of growth and immense extent of our railroad system. and the facilities it has afforded for intercommunication over vast areas and between widely separated portions of the country. By furnishing the means for regular and speedy communication over long distances, the necessity for other and more primitive methods has been rendered less urgent and imperative. In some portions of the country—especially in the west-the railroad has even preceded the common roads; and yet the importance of the latter as feeders to the former in agricultural or commercial sections is so apparent that no intelligent railroad man can fail to recognize it or refuse to encourage the development of the common roads without disregarding his own interest. In this way the railroads, when in the hands of intelligent and enterprising managers, can be counted on as the most efficient aids

in securing permanent and well con-structed public roads. Another cause of slow development has been the lack of uniformity in the road laws of different states, and the consequent incongruity in systems of construction and maintenance, not only in different states, but in different sections of the same state. With our vast area and sparse population in some sections this would be impossible. The road laws of France, which are pointed to as models of practical efficiency, have been made for a people who have constituted an organized nation for centuries and form empact communities occupying an area but little greater than the New England states, New York, Pennsylvania and Ohio, and considerably less than the whole of Texas, while the United States older and more compactly settled states. By "permanent road" is meant a road regularly surveyed and artificially constructed of prepared material in accordance with some established system, with

hinted, there are few in this country. The best specimens are to be found in the vicinity of the larger eastern cities, especially New York. Those in Essex and Union counties, N. J., about the city of Elizabeth, Montclair, the Oranges, the and its coultwestern Connection. or for a paved roadway sixteen feet wide

or for a paved roadway sixteen feet wide \$5,000 to \$10,000 per mile. Some of this road has been in use fifteen to twenty years. The cost of maintenance has been about \$250 per mile per annum.— Chicago Inter Ocean. INTERNATIONAL HENS.

A Yankee's Clever Scheme for Making The advantages which people who live other regulations of both countries have often been recounted. ably the most picturesque and innocent instance of this kind of evasion comes from the far western town of Nogales, which is exactly on the boundary be-tween Mexico and Arizona.

On the United States side of the line in this town eggs have been rendered dear by the new tariff upon eggs, inasmuch as the hens in that region are chiefly owned on the Mexican side of

Recently, according to the Tombstone (A. T.) Prospector, a Maine Yankee ar rived in Nogales with an eye to busi ness. He was convinced that his oppor tunity lay in the high price of eggs

Accordingly, he put up a long hen house exactly across the boundary line At the American end he provided nests and at the other end he regularly fee his hens with low-priced Mexican grain. The fowls ate their grain in Mexico and then walked across the line into the United States to lay their eggs The transaction was perfectly honest prices on one side and low prices on the

A GUINEA HEN'S PLUCK.

She Went for a Rat and Fought to a Fin ish Without Once Qualling. A year ago City Sheriff Crofutt, of Danbury, Conn., bought what he supmade a pet of it and turned it in with his large stock of Brahmas. A day or was such a commotion in the chicken vard that Mr. Crofutt left the dinner table to investigate the disturbance From his back stoop he saw a large ra fastened to one of his small Brahma hens. The chicken was fluttering

about, and it seemed to be all up From the other end of the yard the Guinea hen and a rooster flew at the rat with such ferocity that it releases its hold on the Brahma and went to the Guinea hen. Then began a battle between the little game hen and the rat. The rat sprang and bit, and the hen picked and scratched. Over on his back went the rat with the Guinea picking the fur from its body. Finally the rat got on its feet and made a dash for liberty, but the little hen was after it again. In a minute there were streaks toms and Henry Blackman appraiser. of blood on the gray coat, and the rat, more dead than alive, at last made its escape in a hole under the coop. It was a fight, said Sheriff Crofutt, worth going miles to see.

RAILWAY BIRD'S NEST.

slow Traveling in England Gives the

After all that has been said of the achievements of the British railways is the matter of speed there is a sense of Engineering quotes from a London we the case might be, the air became refreshment in this item which London

Some illustrations of modern rail mentary committee on the cross-country railway bill merit especial atten tion, showing what can be accomplished when a railway company makes an effort. A Buxton coal merchant says days, and as the towns are more than twenty miles apart it will be seen that sometimes the coal trains dash along the line at the rate of two miles a day

"Once the witness found a bird's but as it was so marked he must really nest in a truck which had been thirty decline to suspect anybody. days on the way, and he reasonably believes that the nest was built and the eggs laid during the month. Yet this Buxton merchant is not happy and de

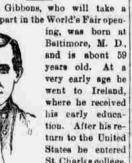
aires a change.'

The attention of our readers is called to the attractive advertisement of S. H. Moore & Co., publishers of The Ladies' World, New York, in this issue of our paper. They offer to send their charming Ladies' Magazine on trial 3 months for only 12 cents, and to each subscriber or the subscriber of the sub exceeds the whole of Europe in extent. is sent free, as a premium, 200 varieties it is apparent that the laws of the former could be made applicable to the latter could be ma ther only to a limited extent and in the most popular flower now grown. The colder and more compactly settled states. nest liberal, and our readers should take

Ripans Tabules cure dyspers a view to durability and regular main-tenance. Of such roads, as already

AN IMPORTANT PERSONAGE. Will Take an Important Part in The Open-

ing of The World's Fair. Cardinal Gibbons, who will take a



St. Charles college, CARDINAL CIBBONS Howard county, Md., from which he graduated in 1858. Later he studied theology in St. Mary's etc., and in southwestern Connecticut have been mentioned with high commendation. They are generally constructed on the telford or macadam system. The cost of roads of this character in New Jersey is estimated at ninety cents to a dollar per square yard, or for a naved roadway stream feet wide to the studied theology in St. Mary's Seminary, Baltimore, and in 1861 was ordained a priest. His zeal and untiral ing labor in the ministry, rather than any marked intellectual qualities, caused his rapid promotion in the Catholic barries. church. He succeeded Archbishop Bay tey as Archbishop of Baltimore in 1877

A CRUEL HOAX. It Was Played Upon the Local Army

Political Place-Hunters. rom the Oregonia For about fifteen minutes vesterday afternoon there was a wild clashing o exactly on the line between two coun-tries have in escaping the customs and house, chief condessors of Opening house, chief rendezvous of Oregon's candidates for federal office. Not since the momorable day of J. L. Cowan's return from Washington did excitement within the hostelry wax so high or wane

so abruptly. It was shortly after 2 o'clock when the bubbub began. An unusually large con gregation of the job-like seekers of the Cleveland favor were prosent, for the as to the protection of arts and developmorning's Oregonians had conveyed the line and fed by the peasants or cheap Mexican grain. tidings from the vicinity of the White House that appealed to their interest. There was the intimation, wired on the strength of a bint dropped by an Oregon lemocrat, that Jim Lotan's official decapitation might with confidence be sooked for at any moment, and there was the no less significant remarks dropped by Colonel Bob Miller aneut his land last week where he has been to own disappointment and its possible look after contracting cattle for the offects upon the democratic organization coming season. At the present time in this state. These subjects were there is no demand for beef cattle, although the outlook is for fair prices palatable food for discussion, and discussed they were in hushed whispers by when a startled exclamation from Land-, the May term. ord Roche attracted their attention. As one transfixed, the boniface stood

> chouted a man who is after a job in more was collected of which no accoun Alaska, as he discutangled himself from couple of chairs and anxiously hurried

o the desk. "Rend-rend-that!" was all the land-

ord could gasp. Hastily tearing the paper from the April, after it had ran hot water all serveiess fingers and as hastily scanned t, the sepirant to a soft snap in the near the hot one broke into the laster and of midnight sun tottered and would have fallen but for the timely its temperature. apport of the rapidly-swelling crowd. Read it sloud!" someone suggested, and by heroic effort the possessor of the paper pulled himself together, and with altering though distinct voice read as ollows:

WASHINGTON, D. C., April 26-M, D. Roche, Holton House, Portland, Or.: and it was forced to turn and fight Bob Miller appointed collector of cus-

> 'Twas then pandemonium broke loose. The paper was seized and pinned to the desk where all could see it, and in two minutes it was the cynosure of 50 pairs of eyes from which it seemed to have temporarily driven the expression of yearn ing expectancy that is so fashionable in democratic circles this spring. As the initial shock of surprise began to give way to a feeling of gladness or disgust, taden with interrogations addressed to everybody and nobody in particular, and

way speed cited before the parlia the one most numerously exploded was: "Who is 'John?" Mr. Boene professed inability to inswer it with any degree of certainty He knew several Johns at Washington, that sometimes the Midland company D. C., and he was at a loss to know manages to convey coal from Buxton which one of them had wired to him to Chesterfield in eleven to thirty-four that astounding intelligence. If the telegram had not been marked "charges paid," he would have been inclined to suspect John R. Markley of sending it,

> Meantime the news flew abroad and crush. Nobody seemed to question the were to rest upon

authority of the tidings or the genuine ness of the dispatch until a candidate for appraiser discovered that it was written upon a forwarding blank instead of the receiving ditto usually employed. rominent part in the World's Fair opening, was born at husbed the dis, and the throng swaited in painful suspense the return from the years old. At a telegraph office of a committee sent to very early age be enquire whether the dispatch had been received there. When the committee serived and declared that it had not. the stillness that accompanied the dispersion of the patriots was broken only turn to the United by the grating of E. C. Russell's teeth States he entered and the audibly expressed hope of Jeff Myers that "John" may be seeking

WEEKLY NO. 328.7 SEMI-WEEKLY NO. 123.5

office some day. INFANTE DONA EULALIA

tepresents Spain at The World's Fair-Educated by an American Woman.

It will be of interest to Americans to know that the Infante Eulalia who is to represent Spain at the World's Fair, was educated by an American woman. She is the youngest sister of the late King Don Alfonso XII., and consequently nunt

of the present King of Spain. She was born in the Royal Palace of Oriente at Madrid, in 1864, and in 1886 was married to ber first cousin, the Infante Don Antonio. She is very handsome and highly cultivated. She can speak English, Freuch, German, Portuguese and Italian as fluently as her own language. A great part of her immense income is devoted to charitable institutions, as well

SOME EAGLETS. From our Long Creek Paper. Tom Hinton took his departure early this week for Peppner after freight. Parties from various sections who

mourn the departure of Commissioner Goff, were in Long Creek Saturday, where they met plenty of company Henry Blackwell returned from Port-

during the coming season. Ed. C. Allen, accompained by C. W. place-hunters holding down chairs and parties, of Canyon City, took his departure for Pendleton Wednesday where a logany bar counter. A group of the former had just about agreed that Colonel Miller should be called bome, the supreme court at Pendleton during

M. C. Leslie, of Monument, came up to Long Creek Wednesday on business. oehind his registry desk, his protruding yes riveted upon a slip of yellow paper aeld aloft in his right hand.

"What is it, Mike—what's the matter?"

"What is it, Mike—what's the matter?"

"What is it, Mike—what's the matter?"

"To an Esgle reporter he stated that C. F. Goff, who made himself conspicuous by his absence on April 5th, left him over \$300 out of pocket. Mr. Lesile thoused in the slower paper.

Mesers. Groth & Thompson are down from their warm spring ranch, and had a wonderful tale to resate, says the News. The warm spring has turned cold and frozen over. This occurred in

In the libel suit brought against an give that expose the widest circulation."
This is a duty every honest newspaper owes the public. It is right that the public prints should apprise their readers of fraud and malicious scherers.

Monuments.

A large assertment of marble was re-ceived by Niles & Vinson this week. They now have in stock over one bun-dred and fifty finished monuments, head stones and tablets at their new shop near the Union Pacific depot,—Walla Walla Journal.

PARMERS TAKENOTICE

I will pay you 25 ets. per hundred for all heavy castings, such as old machinery etc., to be delivered to me at the Farmer's Home hotel or Vinson's feed yard. Will remain two weeks only 22 3 G. Gomen.

Made Himself at Home Among the visitors at the white house lately were an old farmer and his two daughters from the west. They were shown through the private parlors by one of the ushers, and then went into the cool and pleasant cast room. after the chief doorkeeper had occa sion to go into the east room and he was greatly surprised to see the ol farmer stretched out at full length on one of the large sofas, while his daughters sat near by and fanned him to keep the flies away. The old man was dozing. When told he must not make s bedroom of the east room he got up rather dazed, and remarked that th the crowd in the hotel office became a sofas looked so good he thought the

DRPRICE'S Geam Baking

Used in Millions of Homes-40 Years the Standard