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**Redfield & VanVactor,**  
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**Frank B. Kistner,**

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Office hours when not professionally  
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Office in Patterson & Son's drugstore

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**T. A. SNOOK,**

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Office next door to Times office.  
Residence one block west of M E church

Heppner Gazette—Weekly Oregonian.

## ... FARMERS ... TAKE NOTICE

OUR STOCK OF

### Blue Vitriol

is of the best quality. You  
will make no mistake in  
using it on your Wheat this  
Fall.

Slogum Drug Co

## The Belvedere

FINEST WINES,  
LIQUORS & CIGARS

One hundred empty barrels for  
sale. Five hundred barrels of ex-  
tra fine cider vinegar on tap. . . .

HEPPNER, - ORE.

## ENGINEERS ADOPT PLAN

Work Can Begin When Right of  
Way is Secured.

### MONEY IS NOW AVAILABLE

Long Sought Open River is Now in  
Sight -- The Cost will be  
\$4,125,000.

Washington, Nov. 6.—The special  
board of engineers, which, for months,  
has been considering various plans for  
overcoming the obstructions in the Co-  
lumbia River between The Dalles and  
Celilo, has finally devised a continuous  
canal project which can be constructed  
for \$4,125,000. The new plan, which is  
a radical modification of the Harts'  
project, was approved by the Secretary  
of War today, after it had been en-  
dorsed by the Chief of Engineers,  
and the much-sought open river is at  
last in sight.

War Department officials are highly  
gratified to find that the board has suc-  
ceeded in devising an improvement that  
is not only cheaper but better than the  
Harts plan. Last July, when the board  
held its first meeting the opinion pre-  
vailed among its members that a con-  
tinuous canal could not be built for less  
than \$8,000,000, but by studying a num-  
ber of possible routes, the board has  
been able, by taking advantage of nat-  
ural channels and depressions through  
the rocks, to plan a continuous canal on  
the south bank of the Columbia, from  
the big eddy to a point just above the  
head of Celilo Falls, which can be con-  
structed for a little more than half the  
cost that was anticipated.

The fact that the new canal can be  
built for less than the Harts' project  
makes it unnecessary to have further  
Congressional action before work is  
commenced. Just as soon as the desired  
right of way is obtained, construction  
will be begun with funds now available.

The approved plans which were large-  
ly prepared by Major Langfitt, after  
consultation with the board, calls for a  
canal 8½ miles long, 65 feet wide at the  
bottom, and with a uniform depth of  
eight feet. At intervals of one mile  
along the canal there will be construct-  
ed a series of basins of such size as will  
permit the passage of ships going in  
opposite directions. There will be four  
locks, one at the upper entrance to the  
canal, with a lift of 17 feet, intended to  
pass boats between the canal and the  
river until the limit of navigation is  
reached. Another lock, which will be  
situated just below the head of Five-  
Mile rapids, will have a lift of 11 feet,  
while at the lower entrance is to be a  
tandem or double lock with a total lift  
of 69 feet at times of extreme low water,  
each lock to have a lift of 34½ feet. All  
locks are to be 40 feet wide, and of suf-  
ficient length to pass boats 250 feet long  
and drawing seven feet of water.

Where the canal is cut out of solid  
rock, it will not be lined. Where it  
passes through sand and gravel it will  
be lined with solid walls of masonry,  
the bottom throughout to be heavily  
concreted. The board admits that the  
average Summer high water of the Co-  
lumbia will partly overflow the canal,  
but it is believed the canal will suffer  
less from floods than any other form of  
improvement that might be undertaken.

The route selected is such as to insure  
steady work at all ordinary stages of  
the river. The board admits the rapid  
drifting of sand during the season of  
heavy winds, if not controlled, will be a

serious obstacle to the maintenance of  
the canal, but two large openings,  
closed by steel gates, are provided on  
the river side of the canal wall, which  
will permit sluicing of the canal to re-  
move the sand and river sediment that  
may collect from time to time. There  
are only 850 acres of sand dunes be-  
tween the railroad and the river, and  
and the engineers believe it possible, by  
constant irrigation—using the waters of  
the canal—to convert this barren tract  
into a field of growing grasses, bushes  
and trees, which will break the force of  
the wind, and prevent further drifting  
of the sand.

While the stated cost of the contin-  
uous canal is greater than the cost of  
the Harts' project as estimated in 1900,  
the board states it is really less than  
the execution of the Harts' plan would  
now cost. The board states that its  
plan is not only less costly than the  
project of 1900, but it is the least ex-  
pensive and safest way of satisfactorily  
improving the Columbia River between  
the big eddy and Celilo Falls. The  
board, however, adopts that part of the  
Harts' project which provides for the  
improvement of the Three-Mile Rapids,  
by the removal of obstructions in the  
channels. For this portion of the work,  
\$152,448 is set aside.

The board's estimate of \$4,000,000 is  
based on the assumption that sufficient  
funds will be provided for at the be-  
ginning of the work, in order that the  
economy resulting from the use of an  
adequate plant may be realized. While  
the estimate provides \$100,000 for dam-  
ages and for the purchase of right-of-  
way, it is the opinion of the board that  
no work should be begun until such  
right-of-way and release from all dam-  
ages have been secured by the United

## Consumption

Salt pork is a famous old-  
fashioned remedy for con-  
sumption. "Eat plenty of  
pork," was the advice to the  
consumptive 50 and 100  
years ago.

Salt pork is good if a man  
can stomach it. The idea  
behind it is that fat is the  
food the consumptive needs  
most.

Scott's Emulsion is the mod-  
ern method of feeding fat to  
the consumptive. Pork is too  
rough for sensitive stomachs.  
Scott's Emulsion is the most  
refined of fats, especially  
prepared for easy digestion.

Feeding him fat in this  
way, which is often the only  
way, is half the battle, but  
Scott's Emulsion does more  
than that. There is some-  
thing about the combination  
of cod liver oil and hypophos-  
phites in Scott's Emulsion  
that puts new life into the  
weak parts and has a special  
action on the diseased lungs.



A sample will be  
sent free upon request.

Be sure that this picture in  
the form of a label is on the  
wrapper of every bottle of  
Emulsion you buy.

**SCOTT &  
BOWNE,**  
CHEMISTS.

409 Pearl St., N. Y.  
50c. and \$1; all druggists.

## THE OLD RELIABLE



**Absolutely Pure.  
THERE IS NO SUBSTITUTE**

States free of cost.

General Gillespie and the Secretary of  
War concur in all the conclusions of the  
board, and it was today ordered that  
"The work proceed under the modified  
project recommended by the board, sub-  
ject to the condition that no work shall  
be begun until the right-of-way and re-  
lease from damages shall have been con-  
veyed to the United States free of cost."

This latter provision makes it incum-  
bent upon the state or private interests  
to procure and turn over to the Govern-  
ment title to any lands in addition to  
those now owned, that may be needed  
for the right-of-way.

The Government will not expend more  
money for land, nor will it undertake  
condemnation proceedings. But as soon  
as the right-of-way is secured, and assur-  
ance is given that the Government shall  
not be liable for damages on account of  
the construction work, construction will  
proceed with the funds already available.

### HAS LITTLE RIGHT OF WAY.

Government Will Have to Secure  
Nearly All of It.

Major Langfitt said last night that prac-  
tically all of the right of way will have  
to be secured, inasmuch as the Govern-  
ment owns little or none of the land  
through which the canal will be built.  
At a number of places the canal will en-  
croach on O. R. & N. property, but not  
enough to require moving the company's  
tracks.

"I don't think we shall have any diffi-  
culty in getting right of way," said Ma-  
jor Langfitt. "The O. R. & N. doubtless  
will make way for the canal, for the Gov-  
ernment has power to acquire by con-  
demnation."

Many of the plans and estimates out-  
lined in the foregoing dispatch as having  
been adopted by the board were proposed  
by the local engineers. The estimate of  
cost was made by Major Langfitt and his  
engineers.

A section of the dam on Silver  
creek, near Salem, belonging to the  
Salem Light and Power Company,  
was washed out Friday morning,  
seriously damaging the new work in  
progress there.

Thirty-two thousand dollars in  
cash prizes are offered the Nation-  
al Horse Show Association, which  
holds an exhibit at Madison Square  
garden November 1.

### Notice.

There will be a meeting of the stock-  
holders of the Heppner Building and  
Loan Association, on Saturday at 2 p.  
m., November 14, 1903, at the First  
National Bank of Heppner, for the pur-  
pose of transacting such business as  
may come before it.

E. R. SWINBURNE, Sec.  
ED. ROOD, Pres.  
Geo. CONSER, Treas.

Dated October 14, 1903.

## Don't Smoke

A Poor Cigar

When you can get the following leading brands,  
such as . . . .

**LA INTEGRIDAD. LA MIA.  
PRINCIPE de GALES.  
HENRY THE FOURTH**  
AND OTHER LEAD-  
ING BRANDS FOR.. 10c

Try Sig Sichel's Mixture—a high grade to-  
bacco for your pipe.

Sole agency for the

Hazelwood Ice Cream

## The Pastime

S. P. DEVIN, Prop.

## The Saling Abstract & Title Guaranty Company

INCORPORATED

We have the only set of Abstract  
Books in Morrow County. . . .

Abstracts and Plats furnished on short order.

MONEY TO LOAN ON  
REAL ESTATE. . . .

W. L. SMITH, SECRETARY, - - HEPPNER, OREGON