

MINOR & COMPANY

MISSES and CHILDREN'S JACKETS

30 Misses and Children's Jackets, sizes 4 to 10 years, to close out at price reductions that should clear the department of every garment in less than a week. Sale to continue till the last one is sold.

\$2 50 jackets reduced to.....\$1 95
3 50 jackets reduced to.....2 50
3 75 jackets reduced to.....2 75
4 00 jackets reduced to.....3 00
4 50 jackets reduced to.....3 50

GRAND MID-SEASON CLEARING SALE

The object of this sale in the midst of our busiest selling is to rid the store of surplus stocks and odds and ends—not of old shop-worn goods, but of needable, seasonable and dependable merchandise from every section of the busy store. The store that never disappoints. This is a sort of house-cleaning time for us and a money saving opportunity for you. Read every item in this ad and see if it does not appeal to your judgment as a money saving opportunity. If it does, profit by it.

LADIES' TAILOR MADE SUITS

12 of these garments left over from last season: our motto is to clear out every line each season, hence these reductions. Colors are royal and cadet blue, blue, gray, light gray and red mixed. See the ridiculously low prices:

\$ 7 50 suit, size 32, for.....\$4 25
8 50 suit, size 36, for.....4 95
12 00 suit, size 34, for.....6 95
14 00 suit, size 36, for.....8 00

MISSES and CHILDREN'S SHOES CHEAPER

Have here a few odd lots of the Celebrated Bradley & Metcalf Shoes for Misses and children to close out. This sale to continue as long as they last. One lot of fine Tan, Lace, Kid Tip and Spring Heel. Another lot of Black Kid, Button, Spring Heel and Tip, still another lot of Box Calf Button Shoes, Spring Heel and Tip, sizes in each lot running from 8 to 2, which we will close out at the following reductions till all are sold:

The \$2 00 ones reduced to.....\$1 65
The 1 75 ones reduced to.....1 40
The 1 50 ones reduced to.....1 25

These are the Best Values possible to crowd into like low prices

CORSETS

Big reduction on Thompson's glove-fitting long waist Corsets to close 'em out quick. Those who like the long waist corsets will not miss this sale.

\$1 50 Corset for 98c

There is but a dozen of these in drab only, and sizes 19, 20, 21, 22, 26, 27 and 28. Regular price, \$1 50; sale price 98c.

\$1 75 Corset for \$1 19

There are 40 of these in drab, black and white, 6 hook; sizes 18 to 27. Splendidly made and well trimmed. The \$1.75 quality \$1.19.

Grocery Store Specials for Two Weeks Only

Chewing Tobacco, Wetmore's Best...50c
One pound plug of Rise and Shine, the plug for.....25c

Dandy Laundry Soap

20 bar box, worth regular 70 cents, for.....60c

Ladies' Heavy Cotton Eiderdown Short Petticoats

75c Eiderdown Skirt, embroidered bottom, pink, blue and gray, for

53 Cents

\$1.25 Skirt, 9-inch Flounce, blue, pink, red and gray, for

89 Cents

20 Per Cent Discount Sale, Two Weeks Only

Commencing Thursday, November 19th and continuing for two weeks, we will give ONE FIFTH OFF the price of any Boys and Youths Suit or Overcoat in our entire stock. More than 200 Suits and half as many Overcoats to select from. Not a single garment reserved.

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The Heppner Gazette

Issued Thursday Morning.

Warnock & Michell.

Entered at the Postoffice at Heppner Oregon, as second-class matter.

THURSDAY,.....November 19, 1903

For the year ending in July, 6859 foreign immigrants were rejected at the port of New York and sent back to Europe. The majority of them were returned because they were liable to become public charges.

Homer Davenport, the great cartoonist, has resigned his position on the New York Journal, at a salary of \$10,000 a year, and will take up the lecture platform. Davenport's pleasing personality and ready wit will bring him success in almost anything.

The much sought open river is at last in sight according to the dispatches. This is something over which the people of the great Inland Empire can rejoice. The removal of the obstructions in the Columbia river at Celilo, will mark an epoch in the history of this great country. This will make the Columbia and Snake rivers navigable for a distance of 588 miles.

It is not surprising that the annual convention of the Oregon State Irrigation Association, just concluded at Pendleton was an enthusiastic gathering, says the Spokesman-Review. Irrigation promises wonders for the vast arid and semi-arid region of Eastern Oregon. The country lying between the Cascade mountains on the west and the Blue mountains on the east, and the Columbia river on the north and the California

line on the south ought to support a million people. The region, by reason of deficient rainfall, except in a few favored sections near the Blue mountains, and lack of railroad communication, has had slow development compared with the growth of Eastern Washington, but it is bound to come to the front within the next decade, or within the next quarter century at furthest. The soil is there, the climate is mild and salubrious, and the precipitation on the surrounding mountains is sufficient, under intelligent conservation, to irrigate millions of acres. It is evident that Eastern Oregon is beginning to stir with the breath of enterprise.

No other law ever passed by the Oregon legislature has been the source of more comment than the Phelps law, passed at the last session, in relation to assessment and taxation. The intent of this law is for the public good and was passed for the purpose of eliminating certain unsatisfactory provisions in the previous law, but unfortunately there was a technical error. It is characteristic with human nature to find fault, and especially with the "I told you so" people. The blame rests upon the legislature. In a recent editorial the Oregonian says: "The legislature was responsible for the mischievously imperfect Phelps law. *** The governor is also responsible for the Phelps law," and this is the truth of the matter.

MILLIONS FOR A GREAT HIGHWAY.

All of the money ever expended for the improvement of waterways in the Pacific northwest dwindles into insignificance before the immense sum which the state of New York has decided to spend in deep-

ening and widening the state canals. The cost of this improvement will be \$101,000,000, a sum nearly equal to the estimated cost of the Panama or Nicaragua canal. The proposition was submitted to the people and was approved by them at the recent election by a majority of over 200,000. With the contemplated improvements the canal will have a uniform depth of 12 feet and a width of 122 feet, and will accommodate boats 150 feet long, 25 feet beam and 10 feet depth of hold, having a cargo capacity of 1000 tons, or more than four times as large as the craft now in use. The only serious fight that was made against this project was that of the railroads, which put forth the argument that, even with the improvements proposed, the canal would still be unable to handle freight at as low a rate as it could be handled by cars.

On a smaller scale and at very moderate cost in comparison, the opening of the Columbia river at The Dalles has many points of similarity to the improvement of New York's great waterway. Both projects are met by the railroads with the statement that the improvements can never make the water route as economical as that by rail; but in both cases the water route would regulate the rail charges. With the opening of the Columbia above The Dalles some freight would still be hauled over the Cascade mountains, and with the completion of New York's waterway some freight tributary to that waterway will still be drained out by other routes. The waterway in both cases, however, would remain the basis on which freight tariffs were established, and would be a lasting protection for the producers against corporate greed. —Oregonian.

LEXINGTON NEWS.

Lexington, Nov. 18, 1903.

James Leach returned from a visit to Walla Walla last Thursday.

B. M. Booher's team ran away last Thursday with the dray. No damage to speak of was done.

The Athletic club will give a public exhibition of their work in basket ball the evening of the 24th.

Dave Brown went to Pendleton Wednesday. He expects to locate elsewhere. We are sorry to lose Dave from our community.

The council has ordered a number of new sidewalks to be built, and sidewalk building is the order of the day.

Robbie Leach is in school again, having recovered from the fever.

W. P. McMillan returned from Portland Monday. While there he purchased a stock of drugs and will open a drug store in his new building.

The foundation of the new Methodist church is being laid this week.

Rev. W. O. Miller preached an interesting sermon at the Artisan hall Sunday morning.

Clark Davis and Howard Lane went to Monument Sunday.

NEW TIME CARD.

New Card will Go Into Effect Sunday, November 22.

Portland, Nov. 16.—A new time card for all O. R. & N. trains being run between Portland and Spokane and Portland and the east has been finally decided upon and will go into effect Sunday, November 22. The time of arrival and departure of all trains has been altered and the change, it is believed, will be an improvement over the old schedule. By the new schedule the Spokane trains will connect with trains from the east at Umatilla, thus making

a decided improvement in that particular. In rearranging the time card the officials have sought to have the trains reach the principal points along the line at times most convenient for the traffic of these places, and at the same time to make the best possible connections with other trains. The officials believe that the present schedule will meet all the requirements. The time card as it will be adopted will be as follows:

The Chicago special leaves Portland at 8:50 a. m., instead of 9:20. The Spokane flyer leaves Portland at 7:45 instead of 6. The Atlantic express leaves Portland at 8:15 a. m., as heretofore. The Chicago-Portland special arrives at Portland at 5:30 instead of 4:30. The Portland flyer No. 3, from Spokane, arrives at 8 a. m., instead of 7:35. The Pacific express, now No. 11, arrives at Portland at 9:45 instead of 10:30.

The new schedule brings the trains from the east into Portland earlier in the morning. Such a change will no doubt be a pleasing one to the business men of the city who addressed a communication to the railroad people a short time ago asking if the morning trains could not be gotten here earlier, that mail might be delivered in time for the shippers to fill the orders the same day received. A particularly noticeable feature of the new time card is the arrangement for the Spokane train, both from Umatilla and Pendleton, to connect with through trains from the east at these places.

As long as Brazil continues to grow 15,500,000 bags of coffee, which was nearly the amount of her last year's product and about the estimated amount of the world's consumption, there is no probability that coffee will advance in price.

A line of Russian freight and passenger steamers will begin running December 1, between the United States and Mediterranean and Black sea ports.