

CZAR FOR PEACE.

When Port Arthur Falls, Opportunity will Be Presented.

St. Petersburg, Dec. 2.—A report which comes from an unimpeachable source has reached the Publishers' Press correspondent that Russia is not only ready to receive any peace proposals Japan may have to make, but that with the fall of Port Arthur she will be ready to sue for peace. That is the situation today, notwithstanding the swashbacking attitude of those who profess to frame the Empire's policy, and will be the situation right along, even if this and subsequent statements to this effect were officially denied. Before the world at large Russia cannot afford just now to appear tired of the struggle and skeptical as to its outcome, but diplomatic circles are permitted to know the truth, and Russia's representatives all the civilized world over have received strong intimations that sincere and authoritative offers of mediation must not be treated lightly in the future.

It is therefore to be assumed that Russia considers that the conflict is entirely hopeless. There are sure to be some Russian victories in Manchuria and the general belief is that they will come soon, owing to the fact that Field Marshal the Marquis Oyama has been compelled to part with large bodies of his men in order to hasten the fall of Port Arthur. But Russia has far Eastern interests of much greater importance than even the possession of Port Arthur, and as these interests have been attacked in the past by Great Britain and China alike, she is in dire need of an ally. That ally will be Japan, if the plans of today do not miscarry. The battles of today are to be followed by the close ties of commercial and political union tomorrow.

Naturally, Russia will not consider her friendship a sufficient great gift to expect the Japanese to refrain from the occupation of Port Arthur, from special rights in Corea, and from other provinces which are set down in the Japanese peace programme today as indispensable. Diplomats here are confident the Mikado and his advisers will take the same view. The strength of the argument that armed peace between the two nations would be a constant menace to the prosperity of both, while an offensive and defensive alliance would assure both a great future is considered incontrovertible. The Czar's advisers know full well that Japan does not trust China and that Great Britain's friendship is believed by many leading Japanese to be the outgrowth of England's hatred of Russia, and not for love of the "little yellow men."

Details of the plan to be followed in the settlement are not obtainable as yet, but the programme is being worked out with great care, and according to the informant of the Publishers' Press correspondent, provides for all possibilities. It provides for peace by mediation on the part of a foreign power, for peace through a Japanese offer, and for peace by means of a Japanese proposal. The contingencies of Port Arthur's fall, as well as of the rescue of the fortress by the Baltic fleet, are provided for as minutely as are those of victories south of Mukden, but the final chapter of all, the point to which all these lines converge, is an alliance of such ironbound ties that Russia and Japan will stand as one if any other power attempts one step in the Far East which does not equally please the Czar and Mikado.

CONTRACT IS READY.

Portage Commission and Open River Men Meet at Salem.

Salem, Or., Dec. 2.—At a meeting of the Portage Railway Commission and the representatives of the Open River Association today a contract for the construction of The Dalles-Celilo Railway was drafted and this will be formally signed early next week. While the

contract is subject to change until it has been signed, and nothing is absolutely certain until the contractors' bond has been given. Still the conclusions reached today were so satisfactory to all concerned that there remains no doubt that the agreement will be completed.

The contract, taken in connection with the plans and specifications which form a part of it, is a lengthy document, in which the Portage Railway Commission has sought to provide for the construction and complete equipment of a portage road, so that when the state has paid \$151,000 available for that purpose, it will have a railway ready for practical operation without the expenditure of another dollar for extras or incidentals. If the commission has overlooked anything, it was only after each member had tried in vain to find something else to place in the specifications.

Because the contract has not been signed, nothing but a general outline of its provisions was made public. It provides that the contractor, who will probably be McCabe, of Tacoma, shall, in consideration of the sum of \$151,000, construct a railway from The Dalles to Celilo, a distance of about 8 3/4 miles, have it ready for operation May 1. Fifty-five-pound rails are to be used, and the ballasting is to be done in first class manner.

Sidetracks are specified at certain places, docks are to be constructed at each end of the road, and the railway is to be provided with a locomotive and the requisite box cars, cattle cars and flat cars. At the Big Eddy an incline is to be constructed with suitable appliances for letting the cars down to the level of the dock.

The contract requires the construction of water tanks, mess-houses and the furnishing of land cars, and even specifies the tools that are to be furnished for the use of section men in keeping the road in repair. The contract makes no mention of any sum to be paid the contractor by the Open River Association, the state agreeing to pay only \$151,000, for the performance of the whole contract. The money is to be paid in part as the work progresses, but a portion of the contract price will be retained until the work is finally accepted. Those at the meeting today were:

Gove nor Chamberlain, Secretary of State Dunbar, State Treasurer Moore, W. J. Harriner, president of the Open River Association; J. N. Teal, attorney for the same organization; Contractor McCabe, of Tacoma, and A. J. McMillan, engineer for the Portage Railway Commission.

Variation in Spelling the City's Name Is Often Puzzling to Railway Men.

Is it Pittsburg or Pittsburgh, anyway? Of 23 companies indexed in the official guide with the names of that city forming a part of their title, five say "burg" and 18 say "burgh." The alikes, or old-timers, appear to have it, supposing the official guide to be as inerrant as usual, says the Railway Age. The city papers differ, the majority aspiring to the aspirate—to which the progressive Post seems in its title to say Gee! But referring again to the guide, it appears that 16 cities named in railway titles, which have the disputed final syllable, those beginning with New, Pratts and Middle call themselves burghs, where Fitch, Blooms, Rose, Flemings, Gettys, Harris, Ham, Lords, Ogden, Stras, Phillips, Vick and Waynes are plain burgs—13 against three. So the Gees appear to have it here. But aggregating the Pitts and other burgs and burghs in the 39 railway titles examined it is found that the burghs have a majority of three. Nevertheless the Railway Age votes for the common-sense burg, and demurs to wasting paper and ink on the superfluous h.

Making a City Beautiful. In order to encourage builders to make the Russian capital a thing of beauty the city council of St. Petersburg has declared its intention of exempting from taxation all new buildings which shall be adorned ornamentally as well as useful. It is doubtful whether our lawmakers would approve of such a course, but it appears a powerful way to bring about its object.

Try to Get It. Miss de Mail—You propose so beautifully, Mr. Spoonamore—and so fluently. You never seem to be at a loss for a word.

Young Spoonamore—Oh, but I am! You don't know how lost I shall be if you don't save me!—Chicago Tribune.

POPE NOT A LINGUIST.

The Present Pontiff Depends for Translations Upon His Polyglot Secretary of State.

I met recently at a "five o'clock" an English-speaking monsignor, well posted in vatican affairs, giving some details of the pope's life to a group of pious and inquisitive old maids, writes a Rome correspondent of the Paris Daily Messenger. "The holy father," he said, with a sigh while comfortably sipping his tea, "the holy father is leading a dull life in the apostolic palace. In lieu of the open-air exercise and long walks on the lake which he enjoyed so much at Venice, he is now limited to a daily constitutional up and down the close, gloomy vatican corridors, and he sorely misses the company and affectionate tending of his sisters, who always lived with him when he was bishop and patriarch at Treviso, Mantua and Venice."

He has now installed them in the first floor of a palace close to the vatican, but they can only come to him once or twice a week, on the sly like contraband goods. There they overhauled his linen, and when possible stay to dinner, a great solace to the poor, solitary man. Papal etiquette requires that the Vicar of Christ should dine alone, no one, not even sovereigns, can be allowed at his table, but when the sisters are smuggled upstairs to the apartments formerly belonging to Cardinal Rampolla, now reserved for the private use of his holiness, Mr. Bressan, his secretary and old friend, and Sili, his valet, a clever peasant from Rieti, close the doors, and the vatican is supposed not to know that "Sua Santita" is entertaining ladies. Mr. Bressan reports that it is a pleasure to see the three old dames with old-fashioned spectacles, still bonnet, hemline, and apron, or supervising Sili in the kitchen, while the smiling brother is rattling away in Venetian about old days.

Plus gets very nervous when he is to receive foreign bishops or laymen of distinction who cannot speak Italian. His knowledge of French is limited, so limited that it was one of the three reasons which made him hesitate to accept the tiara. At the conclave when his name came up with the canonical two-thirds majority of votes, and the antagonists of Rampolla—Agliardi, Satolli and Ferreri—were urging him to accept, Cardinal Sarto said the burden was too heavy for him. "I am only able to govern small parishes. I cannot speak French, and I cannot live locked up in the vatican," and, addressing Ferrari with tears in his eyes, he added: "Your eminence will return to your archdiocese of Milan, but I shall never see my beloved Venice again!"

Referring to the language question, every one here says that the linguistic deficiencies of the new pontiff lifted from comparative obscurity Mr. Merry del Val, an astute-looking prelate, still young, half Irish and half Spanish, learned, remarkably wide-awake, and a perfect polyglot. He speaks English, French, Spanish and Italian to perfection, but the man to help a "monoglot" pontiff in distress. So Del Val is now secretary of state and a cardinal, and may reasonably aspire to mount the last round of the hierarchical ladder—the papacy.

JAPANESE AND RUSSIA.

Comparative Facts Concerning the Great Rival Powers Now at Variance.

Comparisons, or contrasts, between Japan and Russia are striking in more than one respect, says the New York Tribune. Thus Japan has about 47,000,000 people and Russia perhaps 150,000,000. Again, Japan's land area is scarcely 162,000 square miles, while Russia's is nearly 8,700,000. So Russia has nearly three times as many people and more than 50 times as much land as Japan. (Wherefore, we might think, Russia might well afford to be a little less land hungry at Japan's expense.) On the other hand, Japan, with her so much smaller population, has more pupils in her schools than Russia. According to the latest available statistics, Japan has 4,502,623 children in elementary schools and Russia only 4,192,594. That is to say, 91 in every 1,000 Japanese and only 92 in every 1,000 Russians are in elementary schools. The disproportion of numbers in secondary schools and universities is equally marked in favor of Japan.

Again, Japan has 4,832 post offices, or one to every 9,700 people, while Russia has only 6,029, or one to every 21,500 people. Japan has, under sail and steam, a commercial marine of 751,412 tons, while Russia has only 328,822 tons. Japan's purchases from the United States amount to about \$21,000,000 a year, and Russia's to only \$17,000,000. Of course, it is argued that Russia is still in an elementary stage of development. But Russia has been in full and direct intercourse with the civilized world since the time of Peter the Great, 200 years ago, while Japan has been in a similar state scarcely 50 years. That is to say, Japan has made three times the progress Russia has, and in one-fourth the time. In such circumstances, it is not at all strange that the admiration and sympathy of the world are given to Japan in a great measure.

Gazette and Oregonian.

What a good editor! An authoress of some note in her day once asked a famous editor to give his opinion on a book which she intended to publish. In her letter she said:

"If the work is not up to the mark, I beg you will tell me so, as I have other irons in the fire; and should you think this not likely to succeed, I can bring out something else."

Having read over several pages of the manuscript, the editor returned it, with the following brief remark:

"Madam, I would advise you to put this where your irons are."—Stray Stories.

REAL ESTATE BARGAINS

Offered by Whiteis & Patterson, Real Estate Dealers.

MANY RARE OFFERS MADE

Watch This Space Each Week, as Many Ranches Will be Listed Here.

1120 acres, part good farm land, rest fine grazing land. One fine seven room house, three houses for tenants, good barn and out buildings, fine orchard, 700 acres government land fenced, nine miles from Hamilton. About 40 acres of good timber on land. \$7.00 per acre. Easy payment.

640 acres, good houses and barns, finely watered, 200 acres meadow land, timber on the land will more than half pay for it, adjacent to outside range, fine ranch for some one at a reasonable price. Five miles from Lone Rock.

200 acres 1 1/2 miles from Lexington. A snap for a short time.

1120 acres 3 1/2 miles from Lexington, fine wheat ranch, nearly all under cultivation, some improvements. Will be sold on reasonable terms.

640 acres 2 miles from Heppner, fine wheat ranch, plenty of good spring water, all under good 3 wire fence and cross fences. Will be sold at a bargain.

1240 acres, 300 acres plow land, 3 dwelling houses, large barn just completed, all of 300 acres can be irrigated, all under good 3 wire fence, adjacent to government range, fine stock ranch. Snap.

320 acres, wheat land, 260 acres under cultivation, all under good two wire fence. Price \$2000. This is a bargain.

We have a number of good houses and lots in Heppner for sale very cheap.

Heppner Poultry Yards

S.C. Barred Rocks S.C. Buff Leghorns

Choice roosters for sale. Prices from \$1.00 up.

Fine Scotch Collies

For sale. Pups \$10, bred for herding.

Illustration of a boy holding a newspaper titled "Oregon Journal". Text on the newspaper includes "MONEY FOR BOYS", "THE SUNDAY JOURNAL", and "JOURNAL boys are making as much as \$2 to \$3 a week in small towns in the northwest. Don't you want to try it?"

Before You Order

Tombstones, Marble or Granite Work

You will do well to see Monterastelli Brothers

and get prices. They have a fine stock on hand.

MAIN STREET, HEPPNER, ORE.

TICKETS

— TO AND FROM ALL —

POINTS EAST

— VIA —

GREAT NORTHERN RAILWAY

— SHORT LINE —

— TO —

ST. PAUL, DULUTH, MINNEAPOLIS, CHICAGO

And Points East.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars

Daily Trains; Fast Time; Service and Scenery Unequaled.

For Rates, Foldiers and Full information regarding tickets, routes, etc call on or address J. W. FRALON, T. P. A., H. DICKSON, C. T. A.

122 THIRD ST. PORTLAND.

A. B. C. DENNISON, G. W. P. A., 812 First Avenue, Seattle, Wash.

Genuine Comfort

is assured in the luxurious Library-Buffet-Club Cars and the roomy compartment sleeping cars on the

North-Western Limited

"The Train for Comfort"

every night between Minneapolis, St. Paul and Chicago via



Before starting on a trip—no matter where—write for interesting information about comfortable traveling.

H. L. SISLER, 132 Third Street, Portland, Oregon.

T. W. TEASDALE, General Passenger Agent, St. Paul, Minn.

O. R. & N.

UNION PACIFIC OREGON SHORT LINE AND UNION PACIFIC

Only Line EAST via SALT LAKE and DENVER TWO TRAINS DAILY

Daily DEPARTS	TIME SCHEDULES HEPPNER, OR.	Daily ARRIVES
9:00 a. m.	Fast Mail—For East and West	
	Fast Mail—From East and West	5:35 p. m.
9:00 a. m.	Express—For East and West	
	Express—From East and West	5:35 p.

STEAMER LINES.

SAN FRANCISCO PORTLAND ROUTE. Steam sails from Portland 8 p. m. every 5 days.

Boat service between Portland, Astoria, Oregon City, Dayton, Salem, Independence, Corvallis and all Columbia and Willamette River points.

SNAKE RIVER ROUTE.

Steamers between Riparia and Lewiston leave Riparia daily at 10:40 a. m. except Saturdays, returning leave Lewiston daily at 7 a. m. except Friday.

J. B. HUDDLESON, Agent, Heppner. A. L. CRAIG.