

The Heppner Gazette.

Issued Every Thursday Morning

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HELPED THE CANAL.

Appropriation Was Granted Because of the Faith Shown.

A personal letter recently received from Congressman Williamson gives some very interesting information in relation to obtaining the appropriation for the canal at Celilo, and shows conclusively that if it had not been for the building of the portage railway by the state there would have been no canal appropriation.

In the first place, it was tacitly understood between Mr. Burton and Mr. Williamson that if the work were undertaken all the money to complete it should be forthcoming as fast as it could be judiciously used, as Mr. Burton is opposed to piecemeal work. He took the position that if the work were begun it should be completed at an early date. This means of course that even a small appropriation at this session would in all human probability result in further appropriations as fast as they could be used to advantage.

Now that this appropriation has been made, no other deduction can be had than that the project is to be completed at an early date.

This being Mr. Burton's theory, it can be understood how difficult it was to get him committed to such a large appropriation for that point on the Columbia river.

The first position taken by Mr. Burton was that all appropriations of every kind at the mouth of the Columbia were chargeable to Oregon alone, and it took some pretty vigorous argument as well as facts and figures to clear his mind on that point.

Mr. Burton also had an idea that "it would not pay." This was a very hard question to get around with actual figures, and it was at this point where the effect of building the portage railway and the work of the Open River association came in. When it was brought to Mr. Burton's attention that the state and citizens of Oregon, including those of Portland, had demonstrated their confidence in the theory that "it would pay" by taking from their own pockets nearly \$300,000, all for the purpose of either directly or indirectly paving the way for the government to unlock the Columbia river to navigation at this point, he began to consider it seriously, and then wanted to know what had actually been done. When he was advised that the contracts had actually been let and the work was in progress, he practically gave up the fight. Then Congressmen Jones of Washington and Williamson of our state gave him the figures showing the products of the inland empire, and the battle was won.

It is extremely gratifying to the members of the Open River association to have recognized the fact that their work aided in forwarding the interests of the canal, as they always claimed it would, rather than retard it, and according to Congressman Williamson's letter, it was the vital factor that induced the appropriation and clinched the proposition.—Oregon Journal.

New Breed of Pony.

G. W. Shipley, of Pasadena, Cal., who owns one of the largest Shetland pony breeding farms in the world, located at Santa Barbara, Cal., is in the

city buying Umatilla Indian pony mares, for the purpose of crossing them with his Shetland Stallions.

This is an experiment that will be watched with much interest by horsemen, and Mr. Shipley is himself very deeply interested in the outcome. He is buying the very smallest mares he can find, from one to two and three years of age, and expects to get a pony of moderate size, of docile nature and especially adapted to his special livery and also for his extensive livery in San Francisco, Pasadena, Los Angeles and other fashionable California cities, where the small ponies for riding and driving purposes are in demand. Mr. Shipley owns seven of the best known Shetland stallions in the United States, and will make a specialty of breeding for old-colored and attractive ponies, that will be in demand in California cities.

For the past 13 years Mr. Shipley has conducted a livery in Pasadena, the most fashionable city in the United States. In his livery he has handled Angora goats, New England dogs, hares, Jeanettes, Shetland, Welsh and Exmore ponies, and has catered especially to the rich tourists who spend the winter season in that beautiful city. His livery outfit contained many

buggies, to which were hitched dogs, goats and ponies, small basket buggies for old ladies, and all classes of vehicles for women and children.

One unique animal owned by Mr. Shipley was a Shetland mule, or a cross between a Jack and a Shetland mare, one of the most attractive little animals ever known, but too high strung and vicious for children to handle and therefore unfit for his business, except as an oddity.

Mr. Shipley expects to secure fine results from the cross of the Umatilla ponies and his Shetlands, and will ship several carloads from this city, the first shipment to be sent out next Monday morning.

The ponies will be tamed as soon as they arrive at the ranch at Santa Barbara, and until old enough for breeding purposes will be used in the livery business. He will also buy horses, as well as mares, expecting to use them as saddle ponies, and as tandems, for the fashionable rigs and turnouts used in his business.

He finds the Umatilla ponies especially docile and easily broken and believes that he will be able to produce an excellent grade of small pony, of good disposition, and weighing from 400 to

600 pounds. It is his ambition to produce something out of the best of the horse line, and he will make various experiments in the next few years on his extensive farm—East Oregonian.

Spoiled Her Beauty

Harriet Howard, of 209 W. 34th St. New York, at one time had her beauty spoiled with skin trouble. She writes: "I had Salt Rheum or Eczema for years, but nothing would cure it, until I used Bucklen's Arnica Salve." A quick and sure healer for cuts, burns and sores. 25c at Slocum Drug Co's drug store.

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