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No other medicine than Dr. Pierce's Favorite Prescription could possibly "win out" as the saying goes, on such a proposition; but they know whereof they speak. They have the most remarkable record of cures made by this world-famed remedy ever placed to the credit of any preparation especially designed for the cure of woman's peculiar ailments. This wonderful remedy, therefore, stands absolutely alone as the only one possessed of such unrivaled properties as to fully warrant its makers in publishing the remarkable offer above made in the utmost good faith.

"A short time ago I was almost dead with nervous prostration, general debility and female weakness," writes Mrs. Loretto Webster, of 317 Virginia Ave., Lexington, Ky., Worthy Treasurer, Independent Order of Good Templars. "Dr. Pierce's Favorite Prescription was recommended to me as a sure cure, and I found this to be true, for I obtained splendid results, securing fine health. Women ought to be grateful to think there is one safe and sure cure offered to them for their troubles. I advise every sick and suffering woman to stop spending money and wasting time with doctors' prescriptions, when a few bottles of your remedy is sure to cure. I am the happy mother of two children, boy aged sixteen, and girl, eight years."

Do not permit the dealer to insult your intelligence by suggesting some other compound which he recommends as "just as good," because he makes it himself. Dr. Pierce's Favorite Prescription has stood the test of time and experience. Thousands speak well of it—because thousands have been cured by it.

ROAD SOON OPEN.

Rapid Progress Made on Portage Railway.

Satisfied with the progress of the Celilo portage road, confident that the road can be operated ten months of the year, or as long as the Cascade Locks, and assured that the road will be ready for business by May 15, the State Portage Commission and members of the Open River Association returned last evening from an inspection of the project which is to open a course for navigation round the Celilo obstruction, join the Upper and Lower Columbia River together and make that stream an unchoked artery of commerce from Lewiston and Priest Rapids to the Pacific Ocean.

The party was convinced that Three-Mile Rapids, which lead from the lower terminus of the road to The Dalles, will be safe for navigation ten months in the year, after the National Government shall have worked out its project of removing dangerous rocks and widening the channel; the effort, that while extension of the portage road from Big Eddy to The Dalles would be helpful to navigation, that is not necessary.

In the party were: George E. Chamberlain, Governor; F. L. Dunbar, Secretary of State, and Charles S. Moore, State Treasurer, constituting the State Portage Road; J. A. Smith, of Blalock, president of the Open River Association, and W. J. Mariner, of the same place, secretary; J. N. Teal, of Portland, attorney for the association; Henry Hahn, of Portland; J. T. Peters and F. A. Seufert, of The Dalles, and John F. Carroll and Captain E. W. Spencer, of Portland.

The day was superbly clear and warm and free of the customary blasts that blow round Cape Horn and Wind Mountain and carry cutting sand like chaff before the gale and drown the music of Celilo Falls. A gentle breeze blew up the river, bringing Springtime's green to the sheep-nipped hills and rosy blooms to the piscivorous squaw ladies ramped in the spray of the falls.

The visitors were gratified to see that the work of the Government engineers in Three-Mile Rapids is making that narrow channel a safe waterway for all stages of the river except those of extreme freshet. They had been perplexed by doubt whether that channel would be open to steamboats long enough in the year to insure the full benefits of the portage road. In order to approach the lower terminus of the road at Big Eddy, which is four miles above The Dalles, steamboats must pass through Three-Mile Rapids, about three-fourths of a mile long. In the rapids are

dangerous rocks which menace the safety of steamboats, owing to the swirl of the water and the cross currents. Many of the rocks have been broken off and sunk in the depths of the river, and the Government engineers, directed by Major Langfitt, are in the midst of the work. A great deal of "shooting" with dynamite has been done, and a huge crane mounted on a scow is picking up the fragments and dropping them into the river.

The water of the Columbia is so low just now and the flow so gentle that the rapids are safe for boats of all kinds. The ascent was made yesterday in a small gasoline launch, the Simplex, which conveyed eight persons from The Dalles to Big Eddy in an hour and a half. In the boat besides two employees of the craft were Messrs. Dunbar, Teal, Moore, Mariner, Spencer and Carroll.

At Big Eddy this party was joined by Governor Chamberlain and Messrs. Smith, Peters, Seufert and George McClellan, one of the State Engineers. Thence the combined party proceeded to Celilo Falls in buggies.

The portage road is to be a little more than eight miles long. Nearly all the grading has been done, but a great deal of trestle is yet to be built. About two and one-half miles of trestle is to be built, and probably half a mile of that distance is finished. It is durably made, and where exposed to the beat of the water each bent is made up of five piles. One and one-half miles of the grading is filled in with sand, which must be ripped up to protect it from wind and river. The visitors were eager to have the fills protected as soon as possible, owing to possible danger from wind, but where conserved by the thought that, if such a misfortune should occur, the contractors, Nelson & White, would be liable. W. F. Nelson, one of the contractors, however, was easy in mind, and said that there was no danger and that the fills would be secured against the wind as soon as possible.

The contractors have been at work since February 6, and, according to the estimate of the visitors, probably one-fourth of the construction is finished. In the next month construction will proceed much more rapidly. By the terms of the contract the road is to be finished by May 15 on penalty of \$500 for each day's tardiness. Mr. Nelson said that, unless some unforeseen delay occurs, the road will be complete on contract time.

Most active of the party in pushing the portage project has been J. N. Teal, who was recognized by the contractors and engineers as a sort of director of the work. Mr. Teal was a foremost member of the Open River Association in securing subscriptions of money to supplement the state appropriation of \$165,000. Yesterday's trip was arranged by him, and he acted as steward of the party.

Owing to the certainty that the Columbia River will have but a small freshet this year, the portage road can be operated all summer. Usually it will be necessary to suspend operation during June and July, the months when floods will be highest.

The portage follows closely the line of the proposed Government canal, and ultimately will be superseded by that waterway. The party was interested in tracing the course of the canal, but the route was marked only by stakes set by the Government surveyors.

All the labor unions of Spokane except the porters and bartenders, will be represented in a union meeting on March 12 to reorganize the Central Labor Assembly and settle old differences.

Claude C. Bassett, of Spokane, a cadet at Annapolis, is accounted one of the best fencers in America. He is a freshman at the academy, but belongs in a team of old and expert swordsmen.

Andrew Carnegie left Cleveland without claiming his witness fee and mileage in the Chadwick case. They totaled \$64.40.

It Saved His Leg.

P. A. Danforth of LaGrange, Ga., suffered for six months with a frightful running sore on his leg; but writes that Bucklen's Anna Salve wholly cured it in five days. For Ulcers, Wounds, Piles, it's the best salve in the world. Cure guaranteed. Only 25 cts. Sold by Slocum Drug Co., Druggists.

Real Estate Bargains.

240 acres good timber land, 30 acres in cultivation, 5 acres in timothy; plenty of running water; good 5-roomed house; good barn and other outbuildings; 1 1/2 miles from good school; one mile from good saw mill.

320 acres good timber land in the edge of the mountains. The very best of summer pasture; plenty water; good location for saw mill or wood mill; good buildings. In Morrow county. C. L. ASBBAUGH, Hardman, Ore. Feb 9-May 9.

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Notice.

The business of the warehouse of Heppner & Co. will be conducted in the future as in the past. There will be no change. PHIL COHN, Manager.

An Editor's Opinion of the Royal Gorge.

Edyth Tozier Weathered, in describing a recent trip over the Denver & Rio Grande Railroad, says in "The Exposition":

"At last the goal of the ambition of years has been reached—marvelous, wonderful, grand and inspiring Royal Gorge is on either hand. The only disappointing thing is you only have one pair of eyes, while the train darts in and out of the tremendous chasm. If any who have never seen it are wondering how it looks just go and see. Thousands have tried to describe it, yet every attempt falls short of giving the subject justice."

If you contemplate a trip East, write W. C. McBride, 124 Third street, Portland, Ore., for booklets picturing Colorado's famous scenery, and any other information you may desire.

State of Ohio, County of Toledo, ss. Lucas County.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of catarrh that cannot be cured by the use of Hall's Catarrh Cure.

FRANK J. CHENEY, Sworn to before me and subscribed in my presence this 8th day of December, A. D. 1886. A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

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