

Fred Warnock

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

THURSDAY.....March 23, 1905

Rockefeller will give \$50,000 to the University of Chicago. Even Standard Oil is pretty good grease when it comes the right way.

Horace Greeley Burt is the choice of President Roosevelt to take charge of the construction of the Panama canal. This is a job worth looking after. The salary is \$100,000 per year.

Indications are now that peace is near at hand between Russia and Japan. Of late great pressure has been brought to bear upon the Czar who is about to yield. All the nations of Europe are urging a peace policy.

The Russians have sent to the front an army of 800,000 men. Out of this great army the effective fighting force is only 300,000 men. Such are the terrors of war. Peace would be welcomed by the whole world.

There can be no better indication of the prosperity of a country than the building of railroads. The Railway age predicts the construction of more than 9300 miles of railroad in the United States this year. Contracts for 7500 miles have already been let.

The great northwest is making rapid strides in the way of commercial importance. No better indication of this can be than the fact that the railroads are reaching out after the rich traffic that is constantly developing. The directors of the Chicago, Milwaukee & St. Paul road are planning to make an extension of their lines to the Pacific coast. An undertaking of this kind certainly requires confidence in the future of this coast. It would involve the building of 1500 miles of track and an expenditure of \$100,000,000. The growth of the northwest cannot be stopped. The dawn of a new era of prosperity is near.

There seems to be no shortage of material in the way of candidates for the next republican nomination for president. The cheers of the multitudes which greeted Roosevelt when he took the oath of office March 4 had scarcely died away when the activity of the campaign for the succession began in earnest. Although three years must elapse before the delegation to the national convention can be elected the several candidates are already at work upon the foundations that their chances stand on. Vice-President Fairbanks seems to lead the procession in the present condition of the race, however, such men as Joseph B. Foraker, Leslie M. Shaw, Henry Cabot Lodge, William H. Taft, John C. Spooner, Elihu Root, Stephen B. Elkins, Robert M. La Follette, Albert J. Beveridge, Joseph G. Cannon and Peter J. Grosecup are mentioned among the possibilities. While there is much good timber among the candidates mentioned the aspirants for the highest gift in the hands of the people are much more concerned in the future of the presidential chair than the people in general are at present. All are well satisfied now in the way that the reins of government are handled.

SHIRT WAISTS, WALKING SKIRTS, LADIES TAILOR MADE SUITS

The long looked for shirt waists are here at last. The delay was caused by the first large shipment of waists having been destroyed by fire on the steamer Oregon, some four or five weeks ago, and we had to wait for another lot to be made up for us hence the delay. But they are all in now and we are more than pleased with the assortment, styles etc., and we want you to see them. If it is an Empire waist you look at that is sufficient guarantee of a perfect fit and correct style. We control the sale of these waists in this territory. We have the new ones in white lawn, white swiss, white ludia silk, black lawns and silk, colored lawns, voile etc.

SHIRT WAISTS

A waist of fine Chambray Gingham with pique collar, scooped yoke, piped with white, white covered button on the end of each scollop, tucked front and back, leg-o'-mutton sleeve, colors, pink, light blue, brown. Price.....\$1.35

Waist same as above except has three sets of box plaits piped with white. Price.....\$1.25

Waist of dotted swiss with white pin stripe cheek and white polka dot, tucked back and from shoulders half down the front, leg-o'-mutton sleeve. A dainty summer waist. Price \$1.60

Waist of fine light blue lawn, tucked back, front pleated half down and piped in tan, clusters of buttons on lower end of pleats, leg-o'-mutton sleeve tucked cuffs, smart. Price \$1.85

Crepe waist in tan and grey flecked with white, light blue piping on box plaits down front, trimmed with clusters of light blue buttons in front, plaited back, leg-o'-mutton sleeve. Swell waist, price.....\$3.25

Waist of white lawn, fine tucked front, applique teneff wheels in front, fine tucked sleeve below elbow, fine tucked cuffs, embroidery insertion trimmed. This is a beauty. Price.....\$2.75

Waist of fine white swiss with rows of wide, butterfly and teneff wheel insertion forming front, fine tucking on either side, leg-o'-mutton sleeve insertion trimmed this is the prettiest one in the bunch. Price.....\$4.25

Dozens of other styles in cheaper and intervening prices \$2.00 \$1.75 \$1.50 and \$1.25.

SILK WAISTS

Our silk waists have no superiors, and but few equals. We have a large assortment from which to choose, they are made from the best Jap silk the kind that wears so well and washes like muslin, the trimming is tucks, laces, insertions, berthas etc. All having the new sleeve.

Ladies' Jackets

The first shipment of jackets just in. The short box coat is as good a style as is shown this season, we have them skeleton lined, made of fine light weight and light colored cassimers in those beautiful subdued stripes, a smart coat for.....\$8.00

Ladies Tailor-Made Suits.

Suits of fine Mohair wool luster, in black and white, short jacket with belt and pep'ums, blouse back and front, tucked skirts, Price.....\$18. and \$17.50

Suit of light grey striped cloth, short fitted jacket, severely tailored, round length skirt, wadded seams, smart suit. Price.....\$20.00

Ladies walking and Dress Skirts.

Two large shipments from the best skirt makers in the country have just been received. Walking skirts in a great variety, no two alike and the tailoring and designing are surely works of art and are beautiful garments, the materials used in the summer skirts are the light weight, light and dark colored cassimers, fancy suitings and the fancy and solid colored mohair lusters. Price \$3.75 up to \$11.00 each.

Cheap skirt in a good heavy grey cloth, well tailored. Price.....\$2.50

Misses Tailored Skirts.

We were very fortunate in securing a small lot of Misses skirts very much under the regular value being made up from remnants of materials used in making ladies skirts. The regular values would be \$3.50 to \$5.50 but the special prices brings them down to \$2.25 to \$3.75

EXTRA SPECIAL
One lot long waisted corsets worth regular up to \$1.75 each extra special to close **49c**

One lot left over waists, small sizes, slightly soiled, worth regular up to \$2.75 each, extra special to close **49c**

LADIES AND MISSES CAPS
Five or six different styles in navy, red, brown, white and black ALL NEW THIS SEASON, EXTRA SPECIAL FOR ONE WEEK
60c ones for.....43c | \$1.00 ones for.....68c | \$1.25 ones for.....98c

These goods at the prices, which we sell them defy competition, prices \$4. \$4.25 \$4.50 \$4.75 \$6. \$6.25

Silk Box Coat

A very swell coat of fine black Peau-de-Cygne silk unlined, very neat and dressy. Price. \$10.00

Wash Waist Suits

In these we have the best sales we have ever shown. Dark lawn waist and skirt to match made up in the latest style from dark material altered free of charge. price.....\$2.75

Wash Waist Suits

Suit of grass loren lawn waist and skirt tucked and trimmed with lace insertion to match. New sleeve smart little suit. Price. \$3.50

Suit of Chambray Gingham good quality material, medium dark color, waist and skirt tucked, leg-o'-mutton sleeve. Price.....\$3.50

Wash suits of very fine linen colored lawn waist and skirt tucked and piped with red, very showy, dressy new suit, strapped seams and made up very stylish. Price.....\$5.00

WAIST SUITS ALTERED TO FIT FREE OF CHARGE

NEW CORSET COVER EMBROIDERIES

You should see them they are simply beautiful 50c to 75c a yard.

MINOR & CO.

MINOR & CO.

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ISSUES PROSPECTUS.

Pendleton Railroad & Coal Company Will Sell Stock.

A neat prospectus has been issued by the Pendleton Railroad & Coal company. The capital stock of the company is \$3,000,000. The prospectus states that it is the object of the booklet to sell one million shares of stock, the money to be used in making surveys, purchasing terminal grounds, rights of way and to further develop the property.

The booklet contains some interesting data in relation to Oregon and will do considerable good in spreading facts that ought to be before strangers.

Following are a few excerpts taken from the pamphlet:

"Oregon, the largest of the Pacific Northwest States, contains an area of 96,000 square miles, or 61,459,200 acres. It is 3,030 square miles, or 1,939,200 acres larger than the great states of Illinois and Indiana combined.

"No state in the Union holds out such inducements to the investor as Oregon. Prosperity and plenty are seen on every hand and the influx of new settlers and investors has been so great the past few years that the industrial conditions have been entirely changed. In 1904 the industrial record for Oregon showed a total of over \$50,000,000, an average of over \$100 for every man, woman and child within the state. The tax payers have no interest-bearing debt, and consequently every dollar of public money is used in maintaining the public institutions, or constructing permanent improvements.

The state of Oregon has nearly 5,000 manufacturing establishments and the output of these establishments in 1904 amounted to \$95,000,000.

"Heppner, the county seat of Morrow county, Oregon, has a population of about 1,400, and is reached by the Heppner branch of the Oregon Railway & Navigation Company. Everything found in a modern, live, western town of the above population, is found at Heppner. It has splendid churches, public schools, two newspapers, fine electric light system and water works,

hotels, restaurants, up-to-date stores and large warehouses. The county annually produces over 1,000,000 bushels of wheat, while the town handles about 3,500,000 pounds of wool, and is the trading point for large sections of Morrow, Grant, Crook, Wheeler, Gilliam and Malheur counties.

"The lands of the Pendleton Railroad & Coal Company are located in townships 4 and 5 south, range 28 east of Willmette meridian, in Morrow county, Oregon, and embrace a total area of 5,000 acres, 800 of which are timber land and the remaining 4,200 acres are coal lands. Tamarack, yellow fir and spruce are found on the timber land, a careful estimate showing that these lands will cut from two and one half to four million feet per quarter section. The coal lands are also heavily timbered, sufficient to supply the mines for years to come. There is an ample supply of good water on the property for every purpose.

"It is the intention of the company to immediately build and equip a standard gauge road from Pendleton to the coal fields via Heppner.

"The road will be fully equipped to do a general passenger and freight business, and will tap a large section of rich country. It will draw a large business from Grant, Umatilla and Morrow counties. It will tap a tract of something like 25,000 acres of timber, mostly yellow fir, which will be carried over the road when cut into lumber. The local business of farmers, settlers and stockmen will be large, as this road will be the only source of carriage.

The mountain spur, on which the Heppner coal fields are located, extends westerly from Mount Ruth on the main ridge of the Blue Mountains to near the town of Fossil and has a length of nearly 115 miles, the altitude varying from 7,000 feet down. This spur forms the divide between the John Day River to the south and the various creeks flowing north toward the Columbia River. The geological history of the Blue Mountains and its western spur consists in the elevation of old ocean beds into dry land. The Willow Creek Coal Basin, comprising these

mines, is of large extent, from twelve to fourteen miles in length and several miles in width. The elevation of the coal mine and camp is 4,250 feet above sea-level, aneroid measure.

The Dollars and Cents of an Open River.

From such information as we can gather it should not be very difficult to get boats in operation, both on the Columbia and Snake rivers. Those interested should help themselves. Self reliance and loyalty cannot but win. If the producers of the inland empire will get together and stand by their boats as the people of The Dalles did by theirs, they will not only get low rates, but will make money. No stretch of river in this country offers more fruitful returns, both in volume of traffic and rates, than does the upper Columbia route. The most cursory examination of the rate sheet will show the possibilities in this direction. We will take for illustration three points on the Columbia river—The Dalles, 88 miles from Portland, where they enjoy river competition, Arlington, 54 miles beyond, or 142 miles from Portland, and Umatilla, 99 miles from The Dalles, or 187 miles from Portland, the two latter points at present without river competition. The commodities taken are those easiest handled and most generally used. Let the figures speak for themselves. The rate given is that by the car load, the less than car load rate being generally twice the car load rate or more. The rates given are by the ton:

	Salt	Sugar	Nails	Wire
The Dalles	\$1.50	\$ 2.00	\$2.00	\$2.00
Arlington	5.30	8.00	8.00	8.00
Umatilla	7.50	10.20	9.00	9.00

If these figures do not furnish incentive enough for the farmers and merchants of Eastern Oregon and Washington to get together and do something, we confess we do not know what will.

On down freight the differences are not so great. To Portland on some of the staples from the same points the rates are as follows:

	Wool	Grain	Live Stock
The Dalles	\$ 7.00	\$1.50	Car Load
Arlington	14.00	2.30	\$28.75
Umatilla	14.00	3.00	\$38.00

The state is about finishing a work that will, if used, regulate the rate question. It can do no more. The charges over the portage road will be low. As to this no one need worry. The key is in the hands of the people to unlock the door. If they will not do so, then the blame can rest only on themselves.

Away up in the Wallowa country, along the eastern boundary of which flows the Snake river, the steamer, Mountain Gem, has just made a successful trial trip and will give that section of country an outlet by river to Lewiston, or on down the river to Portland. If on the swift running Snake river they can and do build and operate boats, surely on the lower Snake and Columbia there ought to be those that will do likewise. We are urging action now for the reason that the portage railway will soon be finished, and if the producers want the relief it will furnish they must organize and build boats or guarantee freight and business to those who will operate them. Eastern Oregon ought to have its own line, controlled by her own people and operated in her interests.—Portland Journal.

New Style Engine.

When its usual progressive spirit the O. R. & N. has ordered six of the new style locomotives, known as the four-cycle class, these to be the first of the class to be seen on the Pacific coast, while very few of them are in use in the East.

These engines have a double set of eccentrics and connections, creating four points of pressure to the revolution of the wheels instead of two as with other locomotives. This makes a more steady pressure, is more economical in the use of fuel and water, and causes less jar to the mechanism of the engines in hard work.

The engines are being built by the locomotive trust at Philadelphia and will be ready for service in a short time.

A. B. Stanley, the Lone Rock merchant, came up from Portland yesterday evening on his way home.