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Aid the Sarsaparilla by keeping the bowels regular with Ayer's Pills.

PORTAGE ROAD.

Governor Chamberlain Says Freight Rates Will Be Lower.

That the State Portage Railroad at Celilo Falls will prove of lasting benefit to the farmers and stockgrowers of the Inland Empire, whether it is operated, is the opinion of Governor Chamberlain. Completion of the road and its turning over to the commonwealth in readiness for handling traffic between the Upper and Lower Columbia, will be the signal for reduction of freight rates of rail lines reaching the interior.

Just as ocean rates on freight control the adjustment of tariffs between the Atlantic and Pacific coasts, even on classes of traffic that could not be economically or satisfactorily handled by water. If ships were engaged regularly between the various ports, so will the existence of an open river compel lower rates because the means will be at hand for transporting freight by water, even should the opportunity not be utilized. Necessity of supplying boats for the upper river has not yet been met by provision for sufficient necessary boats, but there is little doubt suitable steamers will be provided, and Governor Chamberlain thinks it is probable that interested persons of the interior will themselves take the responsibility of placing such a line in service.

"There seems to be no reason why the portage railroad will not be completed on May 15, the date when it was expected the road will be turned over to the Commission, ready for operation," said Governor Chamberlain. "It is impossible yet to tell the exact cost, but it will be completed at a cost of \$165,000 to the citizens of Oregon, the amount appropriated for the purpose. It will cost considerably more than the appropriation, but I do not know the exact amount, the difference being made up by the Open River Association, and there will be no obligation against the state other than the amount already provided.

"Eastern Oregon, Eastern Washington and Northern Idaho will be greatly benefited by the building of the portage road. The natural direction for commerce of that section of the country is down the Columbia River and toward Portland, and completion of the river will open the great river and its upper navigable tributaries to traffic for the future.

"One of the first benefits to be derived from operation of the road will be reduced freight rates from all points

along the Columbia River east of The Dalles, and along Snake River. The portage road will act as a regulator of freight rates, even if it should not be used directly for the carriage of freight. That was the effect of constructing the portage road around the rapids at Cascade Locks, and I have no doubt that the same result will follow the construction of a portage around the falls at Celilo.

"People interested in securing reductions of freight rates ought to begin now to make arrangements for building boats on the upper river. No individual will probably feel like entering into competition with transportation companies, but those interested in cereal production, as well as those interested in livestock, could well afford to raise money and construct the necessary boats for the upper river. Such boats would unquestionably command considerable business, reaching certain localities along the stream that could be more conveniently and better served by the craft than by railroads, through economy in handling the freight offered for movement, but the presence of the boats and their ability to handle tonnage would be the effective means of compelling granting of lower rates by the railroads.

"From information received I have every reason to believe that in due time steps will be taken by the people of the interior to put on a line of steamers. Those interested have evinced their interest and confidence in the success of the enterprise in a most substantial manner, and they will not stop short of accomplishment of the benefits for which it has been intended and is certain to confer.

"I think the road will be completed by the middle of May, as has been expected since the contract for building was awarded. Work has been and is now progressing nicely, and the weather has been propitious during the whole period of construction. Everything is being done on a substantial basis that will make the road permanent and serviceable for its requirements as long as required, I think. Equipment will be good and of a character to give most satisfactory service.

Just as soon as completed and delivery made to the state the road will be ready for operation. There will be just as few employees as possible—just the number necessary to operate the road properly. The small number of employees required will be selected by the board composed of the Governor, Secretary of State and State Treasurer. We have not conferred upon the question of employees at all as yet, for as I have previously indicated we do not know as an absolute certainty that the road will be operated, or that it will be necessary to operate it to accomplish that for which it was built—lower freight rates for the bringing to market of the products of the interior.

"So far as the Portage Railroad Commission is concerned, all will be in readiness to operate the road from the date it is accepted, and it will be operated to take care of all of the freight to be handled between the upper and lower stretches of the Columbia, at the lowest possible expense to render efficient service."

The Industrious Hen.

It is the season when the modest hen has greatness thrust upon her. Three-fourths of all the eggs laid in the United States are laid between March 1 and July 1.

Of robin and blackbird and meadow lark spring poets write page after page—their praises are sounded every minute by prophets and seers, but not since the stars sang together, not since the creation of man, has anyone drawn a goose feather in praise of the patient, profitable old hen.

All honor and praise to the singing that cheers up the wild wood in spring, and the old tender recollections that bring up joy, childhood, love and all that sort of thing; but more important than the twitter of the robins or all the wild medley of free birds is the cackle

of pride over a new laid egg, and that motherly cluck when a brood of chickens surrounds the old hen.

And now the music of the hens fills all the country with promise of plenty and substantial prosperity.

The hen is more than a musician and a prophet. She has the magic power to turn her humble songs into the clink of gold.

In 1900 when the latest complete census was taken, the total value of all fowls on farms was \$85,794,996. These produced in one year, poultry that sold for \$136,891,877, and eggs that sold for \$144,286,370—a total of \$281,178,247. The investment yielded an income of 400 per cent.

The average yield of the hen is 120 eggs a year. The high yield of 251 eggs a year as been recorded.

So the cackle and cluck of the humble hen are far more than mere music.

The lay of the hen may not be a subject for the poets rhapsodies, but it is a subject for the careful consideration of the practical minded.

SOON LET CONTRACT.

Plans For Celilo Canal Are Almost Complete.

Washington, April 12.—Within two weeks, it is expected, Major Langfitt will be instructed to advertise for bids for the construction of the first lock of The Dalles-Celilo Canal, thus launching a project that has been under consideration in one shape or another for a generation. The Chief of Engineers has received Major Langfitt's plan for beginning construction, but, owing to the fact that several details are not quite clear, the papers are to be returned for explanation. When they get back to Washington it is thought the plans will

be approved and authority granted to invite proposals.

Major Langfitt's plans, which have been carefully worked out in great detail and with apparent care, contemplate beginning construction on the upper end of the canal and working down stream. This is done to enable contractors to make use of the canal as it is completed, section by section.

Major Langfitt has prepared plans for approaches to the canal at its upper end, for the guard gates for the first lock near Celilo, and for a considerable stretch of canal. It is impossible to tell how much work can be done with the money appropriated in the rivers and harbor law, but it is anticipated there are funds enough to complete the Celilo lock and canal entrance and to do considerable blasting and straight canal work. Near the first lock it will be necessary to build an immense embankment as the north wall of the canal. This part of the canal, and in fact all other parts not yet cut through solid rock, will be lined with cement. All embankments will be solid of construction and will be faced with immense rocks to prevent washing in seasons of high water.

Good-bye Suckers.

Kansas City, Mo., April 12.—The American Mercantile association, alleged to be a "get-rich-quick" concern with offices in a downtown office building, has been closed and this notice posted on the door: "Good-bye, suckers, good-bye."

The whereabouts of the officers of the association is not known. The company's head office was at St. Joseph, Mo., and from there a notice had been sent out to its subscribers announcing the suspension in the following words:

Domestic Peace

in the family is not to be expected where a poor cook stove is used. That is only natural. Secure

DOMESTIC HARMONY by furnishing your home with one of those magnificent

Superior or Majestic

STOVES OR RANGES

Economical in Fuel, Satisfactory in Results, and as cheap and good as a good grade of Stoves can be sold.

FOR SALE ONLY BY

Gilliam & Bisbee, Heppner, Ore.

LEADING DEALERS IN

Stoves and Kitchen Outfits

PLUMBING A SPECIALTY

GILLIAM & BISBEE

"The officers of the American Mercantile association take this means to announce to you that the business of the corporation has been suspended and that it will be unable to complete or carry out its contract with you."

When this notice was received by the Kansas City subscribers, the majority of whom are laboring people they flocked to the concern's office.

The subscribers had agreed to pay \$11 a week for 80 weeks on the promise that they were to receive \$100 at the end of that period. Many working girls and laborers had been making payments for months past. One woman had paid \$7.50 a week for 66 weeks, and expected soon to realize \$720.

The American Mercantile association began business in May, 1900, and its books left behind by its officers, show that it had many subscribers. The stationery gave the officers as: M. Bruening, president and treasurer; W. L. Stamper, secretary; L. H. Miles and N. M. Nordeau, field managers. Bruening is said to be in the saloon business at St. Joseph.

A school district in Tillamook county had only three persons qualified to act as director, one of them a woman, but one of the men has moved away, and now the school board is shy.

More Riots.

Disturbances of strikers are not nearly as grave as an individual disorder of the system. Overwork, loss of sleep, nervous tension will be followed by utter collapse, unless a reliable remedy is immediately employed. There is nothing so efficient to cure disorders of the Liver or Kidneys as Electric Bitters. It's a wonderful tonic, and effective medicine for run down systems. It dispels Nervousness, Rheumatism and Neuralgia and expels Malaria germs. Only 50c, and satisfaction guaranteed by Slocum Drug Co., Druggists.

The news of both hemispheres in The Weekly Oregonian.

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Fresh and Salted Meats
 Fish on Fridays

Highest market prices
 paid for fat stock

HEPPNER, OREGON

Red Front Livery & Feed Stables

Stewart & Kirk, Props

FIRST-CLASS LIVERY RIGS

Kept constantly on hand and can be furnished on short notice to parties wishing to drive into the interior. First class :

Hacks and Buggies

CALL AROUND AND SEE US. WE CATER TO THE :

COMMERCIAL TRAVELERS

AND CAN FURNISH RIGS AND DRIVER ON SHORT NOTICE :

Heppner, - Oregon