

The Heppner Gazette

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ISSUED THURSDAY MORNING.

Fred Warnock

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THURSDAY..... July 20, 1905

OUR NEGLECTED STATE.

The report of the transportation committee of the Portland Chamber of Commerce is a most thorough and comprehensive presentation of a subject that concerns every resident of our great state. Nothing is misrepresented, and nothing is overdrawn. As a matter of fact, it is merely a summing up and compilation of a long list of indignities and grievances under which Portland and Oregon have labored so long that patience has been practically exhausted.

Washington has belabored the railroads at every session of the Legislature since it was admitted to statehood, and it has been rewarded by a mileage of nearly double that of Oregon, a state which has permitted the railroads to do very much as they please. Taxes are lighter on railroad property in this state than in any other Pacific Coast state, and yet the railroads continue to expand their operations in Washington, and with such expansion increase the population and wealth of the state. Effect has followed cause so closely that there is not an intelligent man in either state who does not know that it is the transportation facilities afforded by the Hill roads that have given Washington her present lead over Oregon. As stated in the report, we have been for fifty years endeavoring to develop our state, and have not made the progress that has been made in other states less favored by Nature, but more favored by the railroads. In permitting the railroads to sacrifice our interests by forming alliances for the purpose of retarding railroad extension in territory where it is sadly needed, we have silently agreed to the perfecting of a monopoly which has utterly failed to reciprocate.

Railroad-building in Oregon has not been held up or retarded by reason of adverse railroad legislation, high taxes or lack of a productive country on which to draw for business. It has been held up because the profits of the roads already in operation were so extravagantly large that, rather than jeopardize them in any way, the Wall-street managers of the Oregon railroads have quietly laid down whenever rival roads swung a club over them and told them to keep within certain bounds. Public sentiment has at times been worked up to a pitch where adverse legislation and even a boycott were not improbable, but, as stated in the report, trouble of this kind has for more than ten years been silenced by promises.

Down the list from McNeil to O'Brien, every man in charge of the O. R. & N. interests in this state recognized the necessity for extending the mileage of the road; but their wishes have never been carried out, and, as soon as spasmodic demonstrations of public sentiment were quieted by promises, Wall street immediately ceased to take any further interest in the rich field that was producing such enormous revenues. Fourteen years ago Chief Engineer Kennedy, of the O. R. & N., in one of the numberless reports that have been made on various neglected districts of Oregon, said: "Within a few years after adequate transportation facilities are provided all the country tributary

will be occupied and developed." It is less than ten years since E. E. Lytle began demonstrating the truth of Kennedy's statement, and only about eight years since A. B. Hammond put through the Astoria & Columbia River Railroad, and, while neither of those properties runs through country as rich as much of that which is still neglected, both of the roads mentioned have paid handsomely.

The report of the committee as printed has set forth the facts as they exist. It shows what has been accomplished in adjoining states less favored than Oregon, and it also shows the jeopardy in which our interests are placed by the aggression of roads coming up from the south. The question now confronting us is too serious to admit of another ten years of promises, but inaction. If hostile legislation, increased taxes and the creation of a railroad commission will cause the railroads to do for us what they have done for Washington, an early start on this kind of a policy should be made. The railroad company which has taken \$33,358,361 net earnings out of Portland territory in ten years should be made to expend at least a small portion of those earnings in opening up a few of the isolated regions which are fully as rich in possibilities as formerly were those now in the producing column.—Oregonian.

Morrow County's Long Grass.

W. O. Minor will exhibit some grass at the Lewis and Clark fair this fall that will probably outclass anything there in the way of length. This grass grows on Mr. Minor's place just outside of the city limits of Heppner and is quite a curiosity. It seems to flourish in alkali beds and some stalks have been known to grow to a length of forty feet. Mr. Minor has saved specimens measuring 38 feet and seven inches. The stalk is a little larger than ordinary wheat straw with leaves coming out at joints every five or six inches. Mr. Minor is now watching the growth of this peculiar grass and by careful measurements notes a growth of 24 inches in five days. He hopes to be able to exhibit stalks 40 feet long at the fair this fall. Some time ago Mr. Minor sent a sample of this grass to the Oregon Experiment Station at Corvallis. The grass was classified and was given a jawbreaker of a name which Mr. Minor does not remember. Along with the report came the information that while this grass was exceedingly rare it had been found in small patches in almost every state in the union. While showing his prize winning head of Short-horns at Yakima, Wash., Mr. Minor had some of this grass along with him and it was the source of considerable fun. A very long stock was stretched across the front of three or four stalls. A great many of the visitors in looking over the cattle wondered at how they could be made so fat and would ask the keepers what they had been fed. The answer would invariably be: "Oh, they are fed on bunch grass, you can see a sample of this grass on the stall." Many were the remarks and amazement at the prolific growth of Morrow county bunch grass.

A New Dairy.

Heppner people will soon be relieved of the inconvenience of not being able to get milk. W. P. Dutton who already has some of the finest cows in Morrow county will open up with a modern and first-class dairy on August 1. Mr. Dutton will endeavor to deliver the best of milk and everything

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will be up-to-date in the way of cleanliness and keeping. A new wagon made expressly for the purpose of delivering milk has been ordered and will be here in time for the opening of the dairy. Heppner people will be glad to learn that Mr. Dutton will engage in the milk business.

DIED.

ANDERSON—At Eight Mile, Oregon, July 13, 1905, Mrs. Chas. Anderson.

Mrs. Anna Louisa Anderson was born in Sweden, August 10th, 1843. Was married to Chas. Anderson September 19, 1865.

They came to Illinois in September, 1868, where they lived one year, then they moved to Kansas where they lived for thirteen years. Came to Oregon in 1883 and settled on their present home at Eight-Mile, June 1st of that year.

She leaves a husband and nine children to mourn her loss, seven sons and two daughters, all present at her funeral.

She has been an invalid for about two years and has been at the Good Samaritan hospital at Portland and also treated by local doctors, but her health could not be restored.

She has been a faithful member of the Lutheran church since she was sixteen years old.

She was laid to rest in the Lutheran cemetery at the Lutheran church near Gooseberry, Or.

She has been a faithful wife and kind mother.

We wish to express our heartfelt sympathy for Mr. Anderson and family in this their hour of sorrow.

A FRIEND.

For news and opinions—the Oregonian.

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned administrator of the estate of Kate C. Gentry has filed in the County Court of Morrow County, Oregon, his final account as such administrator, and that said court has made an order fixing Monday, the 7th day of August, 1905, at the hour of 10 o'clock in the forenoon of said day at the county court room in the court house in the city of Heppner, Morrow county, Oregon, as the time and place for hearing said account and the settlement of said estate.

All persons having any objections to said account are required to offer same on or before said date.

F. H. GENTRY,
Administrator

Dated this 5th day of July, 1905.

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