

**Changes Recommended.**

That the Government is going to put a stop to the abuses prevalent in the past in the acquirement of public lands, principally in the West, is evidenced by the work of a commission now making a complete investigation of the land conditions, and formulating a report to Congress which it is expected will embody the recommendations that the timber and stone act be repealed, that a commutation clause of the homestead act meet the same fate, and that the desert land act also be abrogated.

These recommendations were recently contained in a preliminary report to President Roosevelt, and there is no question in the minds of those in touch with the situation that the commission will make the same recommendations to congress.

These changes will put the public lands on an entirely new basis, and will presumably leave the timber lands of the country open to sale at auction, the Government to stipulate when and how the timber on the lands shall be cut. It is estimated that five times as much money will be available from the sale of lands as is now secured by the timber and stone act, by which each claim brings about \$400 to the Government. With this increased money the Government will build reclamation works throughout the West, and Oregon will profit largely by this system if it is carried out, for there is a vast area in the eastern part of the state which must be irrigated if it is to be of any good to the future residents of the state.

The Public Lands Commission, which was appointed nearly two years ago, expects to submit a complete report to President Roosevelt prior to the assembling of Congress next Fall. To gather detailed information as to the operation of the land laws in the country, a special committee, composed of Alexander C. Shaw and G. W. Woodruff, of the Forestry Service; Frank Bond, of the General Land Office, and A. E. Chandler, of the Reclamation Service, have been sent into the West and are gathering information which will be used at the meeting of the Commission in the Fall, when the final recommendations will be formulated. It is understood the recommendations to be made in regard to the desert, timber act, and homestead laws have already been decided upon, and all that remains to be done is to investigate the conditions of the mineral land laws.

Meanwhile Chief of the Bureau of Forestry Pinchot is in the West, and will arrive in Portland on the first day of the Irrigation Congress, which convenes on August 21. Mr. Pinchot was in Montana a short time ago. He will be met here by Chief Engineer F. H. Newell, of the Reclamation Service, who is now in the Klamath country. Land Commissioner Richards, the other member of the Commission, is in Utah to conduct the opening of the Uintah Reservation.

**Railroad to Coos Bay.**

Portland, Aug. 2.—The Southern Pacific company today made an official announcement of its intention to build a branch leaving the main line at Drain and running westerly along the Umpqua river to Gardner, a point near the mouth of the Umpqua, and thence south to Marshfield, on Coos bay.

According to General Manager J. P. O'Brien, of the Harriman lines, who left for southern Oregon today, active work of construction will begin as soon as the work of surveying the route which is now in progress, has been completed. The road will be standard gauge and have the highest grade of equipment. Drain, the point from which the branch starts, is 165 miles south of Portland. The new road will be eighty-one miles in length. It will tap a country which is completely undeveloped owing to the lack of rail transportation. It possesses possibly the largest timber belt in the world, has rich agricultural possibilities and is a mining center for both gold and coal.

**HUNT SUCCEEDS DEHAVEN.**

**Montana Judge Will Hear Remaining Land-Fraud Cases.**

Judge William H. Hunt, of the Federal Court for the District of Montana, will reach Portland August 28 to take up the land-fraud trials where they will be relinquished by Judge J. J. De Haven, who left Portland on Saturday for San Francisco and will remain there engaged with the business that has arisen in his district.

Judge Hunt is now engaged in trying the Cobban case in Montana, a case in which R. M. Cobban is accused of subornation of perjury in regard to inducing many land entries to be made in Western Montana. The case is similar to the Williamson-Geener-Biggs case, which has just been concluded.

United States District Attorney Heney has gone to San Francisco, where he will attend to private business that has accumulated in his office, and, if it is possible, take as much rest as can be sandwiched in with the work that has to be done.

It is intimated that certain questions arising from the recent trials in the Federal Court will be gone into, with startling disclosures. How long the jury will be in session, or what will be the result, is a matter of supposition. Mr. Heney has not as yet decided upon the exact date for calling the jury, other than to say that he will bring it together prior to the convention of court on August 28.

After the close of the final details of the Williamson case no business will be transacted in the Federal Court, and a rest will be given the officials until the latter part of the month, when from all indications things as strange and startling as any that have happened heretofore will be brought to the notice of the public through the workings of the Department of Justice of the United States.

**Old and New Celilo.**

As soon as the wheat crop in the northwest is harvested the little town of Celilo will be a busy point, says The Dalles Chronicle. Steamboats from the upper Columbia and from Snake river will be unloading wheat daily, and this will require quite a number of men to handle.

It may be that the railroad in order to control the trade will come down to the cut rate; but there are points on the Columbia in Washington, and the Snake in Idaho, that are not reached by any railroad company, and these must depend upon water transportation.

The portage road is simply a prelude to an open river to tidewater for a country comprising 300,000 square miles. When the government canal and locks are completed, without breaking cargoes, steamers will transport the wealth of this region to the ocean.

Then the true and permanent development of the northwest will begin and the possibilities of the Inland Empire will be thoroughly tested. But Celilo will remain as the eastern terminus of the canal as it is of the state portage road, and around it will cluster memories of the past and dreams of the future.

The old town was about a mile above the present hamlet, and here in the early history of eastern Oregon clustered a thrifty, active population, possessing all the evidence of a busy mart of trade. The wharf boat was 900 feet long, and in it was stored goods for the interior country, as far east as Blackfoot, in Montana.

Boats navigated the Columbia as far as Priest Rapids, and then far above there were steamers after the portage around these rapids was made; and Snake river was made a highway of commerce to Lewiston, Idaho. This caused considerable business to center at Celilo.

Here were built the Annie Faxon, Spokane, Nez Perce, Chief, Harvest Queen and other boats that made regular trips with passengers and freight to interior points.

The construction of the railroad in

1881 and 1882 changed the means of transportation, and Celilo became merely a tradition. It was moved down the Columbia at the very beginning of the rapids, and was known for many years only for its fish wheels and cold storage plant.

History is repeating itself, and Celilo is again coming to the front as the point from which will start water transportation lines to points in Washington and Idaho.

**Over 1,000,000 Immigrants.**

The flood of foreign immigrants into the United States reached its highest level during the fiscal year just ended.

For the first time in the history of the country more than 1,000,000 immigrants entered the United States within a period of twelve months, the total being 1,027,421. The previous banner year was 1903, when the total number was 857,046 immigrants. More immigrants entered the United States in the past year than during the entire four years of 1894, 1895, 1897 and 1898.

During the twelve months ending June 30, 1905, a total of 275,693 immigrants were admitted into the country from Austria-Hungary, more than any other nationality. Italy dropped to second place for the first time in six years, 221,479 Italians having been admitted. Russia maintained her position of third place in 1905, with 184,897. England, Scotland, Ireland and Wales were fourth with 137,057, and the Scandinavian countries of Denmark, Norway and Sweden, ranked fifth by contributing 60,625.

Since 1820, or in eighty-six years, the total number of immigrants in the

country has been 22,932,905.

**Douglas County Advertiser.**

Roseburg, Or., Aug. 3.—An advertising campaign has been opened by Douglas county by the committee controlling the county's exhibits at the Lewis and Clark fair and local real estate firms. The fair committee has just had issued 25,000 pamphlets extolling the merits of the county. Besides this, real estate firms are sending out literature all over the east. Already results of this work are felt.

**A Touching Story.**

is the saving from death, of the baby girl of Geo. A. Eyster, Cumberland, Md. He writes: "At the age of 11 months, our little girl was in declining health, with serious Throat Trouble, and two physicians gave her up. We were almost in despair, when we resolved to try Dr. King's New Discovery for Consumption, Coughs and Colds. The first bottle gave relief; after taking four bottles she was cured, and is now in perfect health." Never fails to relieve and cure a cough or cold. At Slocum Drug Co.'s drug store; 50c and \$1 guaranteed. Trial bottle free.

**Hitchcock Will Buy Ditch.**

Washington, Aug. 2.—The Secretary of the Interior has approved the option to purchase the property of the Klamath Falls Irrigation Company, known as the Ankeny ditch, for \$50,000. This ditch will be enlarged and improved by the Government, and a large part of it ultimately will be used as the upper end of the main canal of the Klamath project.

The editorial page of the Weekly Oregonian gives a broad treatment to a wide range of subjects.

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SAN FRANCISCO PORTLAND ROUTE. Steam sails from Portland 8 p. m. every 5 days.

Boat service between Portland, Astoria, Oregon City, Dayton, Salem, Independence, Corvallis and all Columbia and Willamette River points.

**SNAKE RIVER ROUTE.**

Steamers between Riparia and Lewiston leave Riparia daily at 10:40 a. m. except Saturday, returning leave Lewiston daily at 7 a. m. except Friday.

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