

# Now in Full Blast

## Ten Day Gigantic Sale !!!

### THE FAIR DEPARTMENT STORE, Heppner, Or.

WE OWE THE PEOPLE AN APOLOGY

We sincerely regret that we were unable to wait upon the customers that thronged our floor space on the opening of our 10-DAY GIGANTIC SALE. Time and time again we were compelled to close the doors against trade---WHY? Because the people realized that this sale is far above the ordinary, not only of low prices, but the grades and makes of the merchandise we carry are of national reputation.

The balance of this great sale, but eight days more, we shall expect every man, woman and child within a radius of 100 miles to visit our store. We have engaged still more extra salespeople, and no matter how large the crowds may be we will have sufficient and efficient help to wait upon you.

FARE PAID ONE WAY TO EACH PURCHASER OF \$25 OR OVER

LOOK FOR THE  
BIG RED  
CANVAS FRONT

*The Fair*  
THE PLACE TO SAVE MONEY

SALE POSITIVELY  
CLOSES  
SATURDAY, OCT. 14

#### The Heppner Gazette

Established March 30, 1883.  
ISSUED THURSDAY MORNING.

Fred Warnock

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

THURSDAY..... Oct. 5, 1905

The Portland and Seattle railroad will unite Portland and Seattle with iron bands. No, no, there will be no more rivalry.

The first issue of the Lexington Wheatfield has appeared under the management of S. A. Thomas. The paper looks bright and makes a good showing. The Wheatfield ought to succeed.

Next Thursday will be a big day for Oregon Republicans in Portland. The Empire theater building has been secured for the love feast. No Republicans barred in the burying of the hatchet.

Portland is to be congratulated upon the loyalty of her citizens in attending the fair on Portland day. The rain made it a typical Portland day and the attendance of 85,000 is remarkable.

The Lewis & Clark Exposition will return a dividend of from \$100,000 to \$150,000 to its stockholders. Why not. The fair has all of it. Portland points the way—for all the loose dollars.

The Shepherd's Bulletin is authority for the statement that the consumption of wool in manufactures in this country for the current year will reach 550,000,

000 pounds while the total wool clip will be only 300,000,000 pounds. Wouldn't you like to be the sheepman.

There is much complaint all along the Heppner-Canyon City mail route over the proposed change by the government in the schedule. The Monument Enterprise urges the citizens to petition the department against the proposed change and says that a mail only three times a week will be very inconvenient and will work a great hardship upon the people of northern Grant county. The mail service as it is is bad enough and to cut it down to three times a week is an imposition.

The end of the Williamson case while it brings discredit to our state is at least a relief. The advertising from the land fraud trials will stop for awhile and Oregon may get her breath from the unpleasant atmosphere that has caused so much comment of the press, not only in this state, but all over the union. From the sheep ranch to congress, Mr. Williamson's career was enviable and he was paving the way for a life of usefulness and honor. The mistake of Congressman Williamson is fatal. His career is at an end. The case will be carried to the supreme court where it will be decided, strictly upon the merits of the case. He is entitled to and will receive a fair show. As to his future public life it matters little as to the final outcome. With his many friends in Oregon, Williamson never will be looked upon as a criminal in any sense of the word. No one has been injured by what he has done. Taking a broad minded view the

violation of law for which he stands convicted today is only a trivial matter, but what an awful scar. Too deep to ever be erased.

#### A PUBLIC LIBRARY.

To establish and maintain a public library in Heppner it will take more interest than has yet been manifested by the people in this city. The secretary of the Oregon Library Commission who was here some time ago succeeded in working up some interest in the matter, but since that time the question has been at a standstill. A public library is something that should be encouraged in every town. It furnishes an opportunity for profitable entertainment and the dissemination of knowledge that can only be attained in this way for few people are able to own private libraries that come up to the tastes of the people who desire to pursue and receive literary accomplishments. With the public library where a light tax is imposed it is possible to accomplish results that will be satisfactory. A glance at our public school system is evidence of the success of co-operation. While the scope of the public library is limited to certain districts, still the territory is large enough to furnish the resources for the successful maintenance of a good library if the business end is properly handled.

The law, as amended by the act of 1905 places a great portion of the burden and responsibility of a public library upon the shoulders of the city councils of towns that maintain public libraries. As the libraries are confined to the towns and cities this is the logical method, for the council is supposed or ought to be the custodian of the interests of the town. The law

delegates to the city council the power to establish, equip, and maintain the public libraries and also gives the power to levy annually a tax upon all assessable property which is to be collected as other general taxes. The tax money collected by a city is to be kept separate from other money of the city and for the exclusive use of the library.

For the government of the library, there shall be a board of six directors, appointed by the mayor, without compensation.

For the use of the inhabitants of the city the library shall be forever free.

If the citizens of Heppner desire a free library a good move would be to petition the city council, asking that action be taken and it is very likely that the matter will be taken up at once.

#### RAILROAD TALK.

The atmosphere of the state of Oregon is now full of railroad talk now that the building of the Portland and Seattle road along the north bank of the Columbia is an assured fact. Naturally such an atmosphere that has been so long looked for in the great inland empire has reached us and there are all kinds of rumors afloat, some of them having the ring of business. Excessive freight rates and lack of transportation facilities stand today as for years as a club over the development and progress of a great country. The rich resources lie in a wild state patiently waiting for the time of the railroad when development will rapidly follow.

The latest rumor in Morrow county is that the O. R. & N. company will in a short time start on

a survey from Heppner to Ukiah. The proposed survey is to go up Willow creek past the coal mines. Just what the move means is a matter of conjecture. It is a well known fact that a road through this way going by the south fork of the John Day or down the middle fork of the Malheur would make a cut off of at least 85 miles over the present run for the main line. War for the traffic of the inland empire between the O. R. & N., Great Northern and Northern Pacific seems to be brewing and it is certain that the O. R. & N. will not be asleep during the contest.

In speaking of the north bank road Mr. Hill could not have said more encouraging words to the people of this country than when he said that the main roads must have feeders. The people of this country hope that these words were suggestive to the O. R. & N.

The proposed road from the Columbia river into Morrow county, which is to start somewhere in the vicinity of Blalock and go through the great wheat belt of this district through which it is to run is now looked upon as a possibility. It is a well known fact that some one is interested, and it is softly rumored that J. J. Hill might have a finger in the pie.

What these rumors amount to, we are as heretofore only waiting to see, however only the rumors make the outlook appear more encouraging than ever before.

Central Oregon will have more railroads and it begins to look like the time was fast getting ripe for them.

Have you joined the Commercial club? Hurry up and get your name down.