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Office on west end of May Street
Heppner, Oregon.

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ATTORNEY-AT-LAW
Office in Palace Hotel Heppner, Oregon

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Office in Odd Fellows Bldg Heppner, Oregon.

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One hundred empty barrels for
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Elastic Bands and Stock-
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Union Saloon

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Everything First-class

The Brick Saloon

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and nervous diseases, and diseases of
women and children. Appendicitis
successfully treated without the knife.

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Leading Brands of Cigars
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Kept constantly on hand
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short notice to parties
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interior. First class : :

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CALL AROUND AND
SEE US. WE CATER
TO THE : : : :

COMMERCIAL TRAVELERS

AND CAN FURNISH
RIGS AND DRIVER ON
SHORT NOTICE : : :

Heppner, - Oregon

Liberty Meat Market

Rasmus & Boyer

Fresh and Salted Meats Fish on Fridays

Highest market price
paid for fat stock

HEPPNER, OREGON

Heppner Gazette
\$1 per year

NOTICE FOR PUBLICATION.

DEPARTMENT OF THE INTERIOR, LAND
Office at The Dalles, Ore., Dec. 16, 1905.
Notice is hereby given that the following-
named settler has filed notice of his intention
to make commutation proof in support of his
claim, and that said proof will be made before
the Register and Receiver at The Dalles, Ore-
gon, on February 2nd, 1906, viz: ENOCH
RIDGWAY, of Lexington, Oregon, on H. E.
No. 1175, for the NE 1/4, SE 1/4 & SW 1/4, Section
13, Tp. 2 South, Range 23 E., W. 3.
He names the following witnesses to prove
his continuous residence upon and cultivation
of said land, viz: Joseph Myers, A. K. Fuller, Samuel Devine,
of Lexington, Oregon; Cyrus Shinn, of Hepp-
ner, Oregon.
MICHAEL T. NOLAN, Register.
Dec 21-Jan 26

BAD WRECK

ON O. R. & N.

FOUR PERSONS KILLED AND
MANY INJURED.

Portland Express Ran Into the
Rear End of the Spokane
Flyer.

Portland, Feb. 6.—In the most dis-
astrous wreck in the history of the
Oregon Railroad & Navigation company,
the only one in which the life of passen-
gers on that road has been lost, the Chicago
—Portland express ran into the rear end
of the Spokane flyer at Bridal Veil today,
telescoping the Pullman car "Galatea"
and killing four persons and injuring a
score of others. Engine 193 in charge
of engineer William Swain became un-
manageable and dashed into the flyer
which was standing on the track at
Bridal Veil.

The flyer stopped at Bridal Veil and
was delayed by the engine which was
out of order. The rear car of the train,
a Pullman sleeper from Walla Walla,
picked up by the Spokane train at Wal-
lula junction, was standing opposite the
depot. Flagmen had been sent back the
required distance, about 2,000 feet to
flag the express which was following,
and torpedoes had also been placed on
the track.

When about four miles east of Bridal
Veil, the locomotive handling the Chi-
cago—Portland express got out of order
and became unmanageable. The in-
jector pipe broke inside the cab of en-
gine 193, letting out a flood of steam
and driving the engineer and fireman
out of the cab.

Engineer Swain reached for the
throttle to stop the engine, but could
not reach it. Both he and the fireman
then leaped to the connections between
the tender and mail car and tried to
reach the air hose and break the con-
nection, thus applying the brakes, but
Swain's hands were so terribly burned
that they were useless and he could not
disconnect the hose. In an instant the
engine crashed into the Pullman. Mean-
while a brakeman on the express re-
alized that the engine was beyond con-
trol and pulled the emergency cord set-
ting the brakes. This slowed the train
and the locomotive was detached from
the train and shot ahead, crashing into
the Pullman. In a moment the rest of
the train, coming at a slower rate of
speed, struck the engine, and again
hurled it against the wrecked Pullman.
The "Galatea" was almost demolished
and to those in this car the deaths and
injuries came. The Pullman ahead was
somewhat damaged but not seriously.

Of those injured all stand a good
chance to recover, including Mrs. Nellie
Riley of Walla Walla, whose right arm
was crushed below the elbow and
whose hand will have to be amputated.
She is resting easier tonight than at any
time today.

Engine 193 in which the break oc-
cured is one of the newest and best en-
gines on the O. R. & N. lines. General
Manager O'Brien states that the ac-
cident was one of those occurrences which
cannot be guarded against, as every
safeguard and precaution had been
taken to protect the train standing at
Bridal Veil station.

Those who were killed are:
E. L. Sinnott, Portland; A. C. Ed-
wards, Portland; G. W. Buchanan,
Portland; J. N. Frost, Walla Walla.

Dangerously injured:
Mrs. Nellie Riley, Walla Walla.

Seriously hurt:
James K. Russell, Oakland, Cal;

Engineer W. H. Swain, Portland; Sarah
A. Klineman, Portland; Fireman Louis
Morgan, Portland; Mrs. V. Weil, Ta-
coma; Mrs. L. M. Coburn, Hot Lake,
Ore; William Don, Minneapolis, Minn.,
(tramp); D. McLead, Minneapolis,
(tramp); Z. W. A. Duncan (colored)
Portland. Several received bruises and
minor injuries.

The Northwestern and Chicago
universities and seven other in-
stitutions of learning in the north-
ern part of the middle west have
adopted stringent rules for the
conduct of football hereafter. All
brutality, semi-professionalism and
salaried coaches will be eliminated.

A recognized authority—The Weekly
Oregonian.



Absolutely Pure

A GRAPE CREAM OF TARTAR BAKING POWDER

It makes the most delicious
and healthful hot breads,
biscuit and cake

FREE FROM ALUM, LIME OR PHOSPHATIC ACID

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Alum baking powders are unhealthy. Do not use them for
raising food under any circumstances. So detrimental are alum
baking powders considered, that in most foreign countries their
sale is prohibited. In many States in this country the law com-
pels alum powders to be branded to show that they contain
this dangerous acid, while in the District of Columbia, Congress
has prohibited the sale of all food that contains alum.

Alum baking powders are sold to consumers at from 10
cents a pound to 25 ounces for 25 cents, or 25 cents a pound,
and when not branded may generally be distinguished by their
price.

BUILD TO DESCHUTES.

O. R. & N. WILL SURVEY A ROUTE
FROM BEND.

This Road Will be Longest Feeder
in Central Oregon of Har-
riman System.

A crew of O. R. & N. surveyors will
leave Portland within the next three
days to begin the preliminary survey
for the projected line from Deschutes to
Bend, a feeder for the O. R. & N. Ar-
ticles of incorporation were filed this week
by W. W. Cotton, J. P. O'Brien and
William Crooks, under the name of the
Deschutes Railway Company, with a
capital stock of \$100,000.

The report of this crew of surveyors is
expected to be in the hands of General
Manager O'Brien in 30 days, when the
extent of the road to be built during the
coming season will be determined. If
the route following the Deschutes River
connecting with the O. R. & N. at Des-
chutes, is found to be a feasible one, the
whole distance of 180 miles may be
completed within a year.

No estimate of the cost of the road can
be made as yet until a more complete
is in the hand of the heads of Oregon
Railway & Navigation Company. How-
ever, if the grade along the Deschutes
do's not present any undue difficulties
as it is not believed it will the line will
be pushed through to completion, and
will be made uniform in every way with
the other mileage of the O. R. & N. Co.

The road to Bend will be the longest
feeder the Harriman system has ever
pushed toward Central Oregon. Its
purpose is to get the increasing business
throughout the Deschutes Valley and
in the adjacent territory. For 70 miles
it will parallel the Columbia Southern,
another O. R. & N. branch, but will
draw freights from a section too far re-
moved to be served by that line. The
proposed road will bear the same rela-
tion to the main line that the Columbia
Southern, the Condon branch and the
Heppner branch do, but the new road
will be twice as long as the long st if

these, and will bring trains into South-
ern Oregon that will go far toward solv-
ing the transportation problems that
have so long faced that isolated section.

It has been supposed that the O. R. &
N. plan was ultimately to extend the
Columbia Southern from its present
terminus at Shaniko to Canyon City,
but south of Shaniko the extension
would find itself facing a difficult stretch
of country because of the mountainous
nature of the land. A line up the Des-
chutes to the rich country around Bend,
besides serving the wheat lands adja-
cent to the river enroute, looks more at-
tractive to the Harriman officials than
any other entrance into Central Oregon.

If the preliminary survey is approved
as a feasible route up the Deschutes,
which is a swift stream with steep
banks much of the way, the interior of
the state will be entered at once. In
connection with the Oregon Eastern,
projected by the Harriman lines, the
Bend—Deschutes road would practically
have a line from the Columbia river on
the eastern side of the Cascades.

HOWARD FOR LIFE.

Sent up For Murder of Goebel of
Kentucky.

Frankfort, Ky., Feb. 2.—James How-
ard, convicted of the murder William
Goebel, arrived at the Frankfort Pen-
itentiary today to spend the rest of his
life there, unless some unexpected turn
of fortune liberates him. He is one of
the most interesting characters that ever
crossed the threshold of a penitentiary
and his arrival caused considerable stir
among the people of this city in general
and the prison officials in particular.

After spending nearly six years in
jail, standing three trials and fighting
his case through the supreme court,
Howard was defeated in his struggle
for liberty and the supreme court con-
firmed the judgement of the Kentucky
courts.

Howard never lost his nerve for a
single moment. He was as cheerful on
his way to the penitentiary and upon
his arrival, as he was on the first day
of his arrest and said he was confident
that he would eventually be vindicated
and liberated.

In many ways Howard is the most
picturesque figure of the Goebel murder
case. The commonwealth represented
him as the typical mountain feud fighter

(Continued on page 3.)

S. E. CARR, Pres. B. F. OULP, Vice Pres. W. S. WHARTON, Cashier

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position to extend large accommodations and the greatest safety
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