

PRESIDENT'S MESSAGE.

President McKinley submitted his annual message to congress Tuesday morning. It is a voluminous document containing over 10,000 words and touches on all the important affairs of the government.

Now is the time to plant good live holiday advertisements, and the place to plant them, to catch Gilliam county trade, is in the advertising columns of the GAZETTE. Send in your copy.

What a grand opportunity of "getting back" at the Oregonian the president overlooked when he wrote that lengthy message.

Gov. Geer has two ways open by which he may settle the Plummer scandal satisfactorily to the mass of the people of Oregon. Either convict Plummer of criminal libel and send him to the penitentiary, or admit that he is, himself, a bribe taker and resign his office.

The Eugene Morning Register says that Mark Hanna will step down and out as chairman of the National Republican committee on account of his health and despite the daily receipt of letters urging him to retain the position.

TO OPEN THE RIVER.

Much of the mystery about the operations of railway surveyors on the north bank of the Middle Columbia since early in the year is dispelled by the resumption of construction work on what is known as the Paul Mohr portage road, between Columbus, a point on the river bank opposite Grants, and Crates point, or the big eddy, about three miles above the city of The Dalles.

Several years ago, work was begun on this portage road, and two or three miles of rails were laid at the upper end. Since then the enterprise has languished. This year activity was again manifested and in the past week numerous crews have been put at work on the line and the road, it is said, will be ready for operation in a few months.

History of the Project.

In 1885 the Farmers' Railway Transportation & Steamboat Portage Company was organized in Walla Walla by Messrs. Sharpstein Payne, Chapman, Baumister and Small. A survey was made of the proposed portage railway, but there the matter stopped, the company waiting for the locks at the cascades to be completed, it being plain that a portage railway around the dalles of the Columbia river would be utterly useless without some means of overcoming the obstructions at the cascades of the Columbia.

A Big Transportation System. The plans of the Central Navigation & Construction Company for the year 1900 are as follows: First—To complete a standard gauge railway between Crates point and Columbus.

Second—The completion of a sufficient amount of equipment in steamers and barges, both on the Upper and Lower Columbia and Snake rivers, to accommodate the business tributary to these rivers.

Third—To construct tramways to convey the wheat and other freight from the summit of the plateaus near these rivers to the river banks.

Fourth—To complete as far as possible the line from Priest rapids to Spokane, and during the next year to complete such branches as are financially and physically practicable, connecting points too remote from the river to be tributary thereto by wagon haul, with the wharves and warehouses on the river bank.

and spent a great deal of money in the acquisition of rights of way and in maintaining a lobby at Washington city to urge upon congress the necessity of appropriating a sufficient sum of money to complete the locks at the cascades within the shortest practicable time. The prospect looked very fair for success in this direction, but was defeated by secret and powerful influence in congress. The usual small appropriation was passed. However, in order to hold together the franchise and property already acquired (a large part of the life of the previous corporation having already expired), the articles of corporation were amended so as to include the right of the company to construct a portage railway of its own around the cascades of the Columbia.

About this time, Governor Penoyer, of the state of Oregon, took the bull by the horns by getting an appropriation from the state of Oregon, to complete a portage railway on the Oregon side of the river over the Cascades reservation, which was accomplished about 1893. In the meantime the Portland Chamber of Commerce took up the matter of the early completion of the portage railway, and in order to do this proposed to purchase \$500,000 of the Columbia Railway & Navigation Company's bonds at par, this measure being defeated, however, by the powerful railroad interests opposed to this project.

In 1893 the memorable panic took place. Mr. Cannon, who was the principal backer of the enterprise, failed utterly, and, owing to the condition of the money market from that time up to two years ago, it was impossible to enlist capital from the East or elsewhere in any new transportation project. The rapidly succeeding bankruptcies of all the principal railroads in the Pacific Northwest intensified the adverse situation in this respect.

A great difficulty in enlisting capital in this enterprise is alleged to have been the threat of the railroad companies to hang up the hide of anybody on the fence who should dare to put his money into a portage railway or navigation project. After hearing such a threat those who were asked for assistance did not wait to learn the details or the verities of the project. Mr. Cannon, of Spokane, having died, and the others having been sorely crippled by the panic, and the Columbia Railway & Navigation Co. being irrevocably in debt, no one was left to battle for the project except Mr. Mohr, who could do nothing, as he had also lost all of his money, and likewise his interest in the old company.

It appears that last winter Mr. Mohr laid the project before some of his friends in Spokane, to-wit, William J. Harris, Senator George Turner, Frank H. Graves, I. N. Peyton and W. J. C. Wakefield. These men made a careful examination of the physical and commercial features of the enterprise, convincing themselves that Mr. Mohr's theories were entirely sound, and agreed to put up the necessary capital to complete the project, provided they could interest some friends in the East and in London.

This having been accomplished, the Central Navigation & Construction Company was formed to complete the project, first with a nominal capital, to avoid the suspicion of its enemies, and subsequently enlarged to cover the total requirements for the completion of the enterprise.

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ing the investment, when all is completed, of about \$5,000,000. A syndicate has been formed to operate warehouses and to handle the wheat flowing to this transportation line.

The Central Navigation & Construction Company has, during the present year, quietly surveyed the line from Spokane to the Columbia river, and several of the feeder lines referred to. It has spent about \$70,000 in surveys, in the purchase of materials and the purchase of the steamboat Frederick K. Billings (which it proposes to run between Columbus and the mouth of Snake river.) since last spring. It has also expended large sums of money in acquiring rights of way and in purchasing the bonds of the old Columbia Railway & Navigation Company, which years ago were put up as collateral security and sold to satisfy claims.—Oregonian.

Notice.

To Whom it May Concern. Notice is hereby given to all persons that I have lost one promissory note made at Condon, Oregon by George B. Dukek on the 22d day of July 1895 in favor of S. D. Rice for \$700.00 due on or before the 1st day of January 1901 with interest after date until paid at the rate of ten per cent per annum. Both principal and interest payable at Condon, Oregon in gold coin of the United States. Interest payable annually and in case suit should be instituted to collect the said note then the maker agreed to pay such sum as the court might adjudge reasonable as attorneys' fees in said suit or action. This note is secured by a mortgage executed July 22d 1895 on land in Gilliam county, Oregon, and has never been endorsed or negotiated by me and I am still the owner of said note and entitled to all moneys due thereon. All persons are therefore notified not to negotiate, endorse, buy or sell said note or to lend any money on the same. Condon, Or. Dec. 5th 1899 S. D. RICE

NOTICE FOR PUBLICATION.

Timber Culture, Final Proof. U. S. LAND OFFICE, THE DALLES, OR., Oct. 17, 1899. Notice is hereby given that Henry F. Wendell, of Clem, Oregon, has filed notice of intention to make final proof before S. A. D. Dingley, U. S. Commissioner, at his office in Arlington, Or., on Saturday, December 9, 1899, on timber culture application No. 2905, for the ne 1/4 sec. 22, Tp 24 S., R 21 W., M. He names as witnesses: Zachary T. Dodson, George Welton and Fred Heusel, of Clem, Or., and Grant Wade, of Clark, Oregon. JAY F. LUCAS, Register.

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ADMINISTRATOR'S NOTICE.

Notice is hereby given, in the matter of the estate of Samuel Slater, deceased, that the undersigned was on the 9th day of September, A. D. 1899, appointed by the County Court of Gilliam County, Oregon, the administrator of the estate of the above named decedent. All persons having claims against the said estate must present the same to me duly verified at the office of Hendricks & Bowerman, my attorneys, at Condon, Oregon, or to me at Mayville, Oregon, within six months from the date and first publication of this notice. Condon, Oregon. GEO. B. DUCKER, Adm'r of the Estate of Samuel Slater, deceased.

Non-Alcoholic.

No man who lives on meat was ever known to lick his wife, or ask for a divorce. A vegetable diet woman is as cold and clammy as a turnip. If you want your girl to have rosy cheeks and vitality in her motion, feed her on beef steak with occasional doses of Dr. Hawson's Tonic Bitters. Sold everywhere.

H. H. HENDRICKS & BOWERMAN, ATTORNEYS AT LAW.

OFFICES: FIRST BUILDING WEST OF POST OFFICE, CONDON. FIRST DOOR NORTH OF STEWART'S BRICK, FOSBIE. Careful attention to legal business in Gilliam and Wheeler counties. A Notary in each office.

Deputy Stock Inspectors.

I have appointed as my deputies the following persons: W. H. Colwell, Arlington. W. B. Townsend, Condon. Charles White, Paper Sack. R. M. JOHNSON, Lone Rock, stock inspector for Gilliam County, Oregon.

H. W. HARTMAN.

Carpenter and Builder. Scroll Work a Specialty. Plans and Estimates Furnished. Condon : : Oregon.

C. S. PALMER,

Artistic Barber. Sleek Shaves and Hair-cuts. Razors honed and re-ground. CONDON - - - OREGON.

WANTED FEW PERSONS FOR DISTRICT OFFICE MANAGERS in this state to represent in their own and surrounding counties. Will pay you yearly \$500, payable weekly. Desirable employment with unusual opportunities. References exchanged. Enclose self-addressed stamped envelope. R. A. Park, 239 Caxton building, Chicago.

JUST RECEIVED A Car-load of Superior Disc Drills Hoe Drills Seeder Best in the Market.

The Superior is warranted not to clog. The Superior gives satisfaction. Buy it, try it and be happy

Our stock of fall and winter goods, now arriving, has never been surpassed in elegance and variety in this county. When you come to Arlington call and inspect our goods and learn our prices, whether you wish to buy or not. You will be sure to be pleased.

ALL GOODS MARKED IN PLAIN FIGURES. LORD & CO., ARLINGTON, OREGON.

ARLINGTON NATIONAL BANK Of Arlington, Or., No. 3918. Transacts a General Banking Business. Accounts Kept Subject to Check. Drafts sold on all the principal cities of the United States and Europe. Interest allowed on time deposits. SPECIAL ATTENTION GIVEN TO COLLECTIONS. WE SOLICIT YOUR BUSINESS. D. M. FRENCH, President; W. W. STEIWER, Vice-President; FRANK T. HURLBURT, Cashier. DIRECTORS—D. M. FRENCH, W. W. STEIWER, W. LORD, L. C. EDWARDS AND A. C. HAWSON. F. T. HURLBURT, Pres. SMITH FRENCH, Sec. DAN THOMAS, Man'gr

Arlington Warehouse Co. (Incorporated) GENUINE CALCUTTA GRAIN SACKS AT LOWEST PRICES. HIGHEST MARKET PRICE FOR THE WHEAT CROP OF THE SEASON OF 1899 ADVANCES MADE ON WHEAT AT ANY TIME. Barbed Wire, Nails, Flour, Feed, Salt, Sulphur, Lumber, Lime, Cement, Cedar Posts, Pine, Oak or Fir Wood Sash, Doors, House Trimmings etc., Always on Hand. HIDES AND PELTS. BOUGHT AT HIGHEST CASH PRICE. SHEEP PAINT. BEST IN THE MARKET GUARANTEED. Directors: D. M. French, W. Lord, Smith French, D. Thomas, F. T. Hurlburt Office in Warehouse. - - - Arlington, Oregon.

The Model Restaurant Mrs. S. E. Wilson, Proprietress. A "model" restaurant. Excellent cookery, careful service, neat rooms. Our patron's comfort is our delight. A share of the public patronage is respectfully solicited. First Door South of Stephenson's Store, Condon.

Price List of Lumber. (Adopted September 1, 1898.) Rough lumber, pine, per M. \$10 00 Rough lumber, fir, 12 00 Shiplap, 2nd class flooring, rustic, ceiling or surfaced, 15 00 First-class flooring, ceiling, rustic and surfaced finishing, 22 50 Slab wood, per cord, 75 All bills discounted 10 per cent for spot cash. Same price and same discount to all. THE LOST VALLEY LUMBER CO. Land Applications, Proofs and Abstracts. H. N. Frazer, County Clerk, gives special attention to abstracts of title, and is also prepared to receive U. S. government land filings and proofs, as well as applications for the purchase of state school lands, at his office in Condon, Or. Treasurer's Notice. All county warrants registered prior to March 1, 1898, will be paid on presentation at my office. Interest ceases after this date. R. B. BARKER, Treasurer of Gilliam county, Oregon. Dated at Condon, Ore., Sept. 15, 1899.

CASH! CASH! CASH! CASH will capture GREATER BARGAINS at the firm of SHURTE & WEIR CO. from this date, November 15, 1899 to January 1, 1900, than anywhere else in Gilliam county. IN ORDER to reduce our large stock of General Merchandise, before taking inventory, we will make GREAT REDUCTIONS in all lines carried by us except Groceries and Hardware, which will be sold at figures to meet the closest competition. REMEMBER we carry nearly everything from a Needle to a Threshing Machine. Most of our goods were purchased before the advance in prices which will be to the advantage of our customers. We have a few MONITOR DRILLS left from the car-load recently received from the factory which will be sold for less money than they can be bought for after January 1st. NEW DEPARTURE Steel or Chilled Bottom Gang Plows, we are holding at the old price until January 1st, although the price has advanced \$5 00 to \$8.00. BAIN AND STOUGHTON Wagons have made a sharp advance in price but we are in a position to meet any prices made on wagons that are equal in quality to the well known brands we carry. The largest line of SEWING MACHINES in Arlington is to be found at our store. Call and see us and get prices. SHURTE & WEIR CO., RELIABLE MERCHANTS, ARLINGTON, - - - OREGON.

DROP IN AT COE'S SALOON Next Door to Bowling Alley Arlington, when you feel like enjoying a first-class CIGAR OR MILWAUKEE BEER ON DRAUGHT. All kinds of first-class liquors on hand.

RINEHART'S RESTAURANT Condon, - Oregon. GEO. W. RINEHART, Prop'r. The public will find that no better accommodations can be found in this country than at this house. Meals 25c; beds 25c. HEADQUARTERS FOR TRAVELING MEN.

E. T. HOLLENBECK, M. E. Consulting Engineer. Estimates made on all kinds of Buildings, Machinery, Water Powers, Pumps and Pumping Plants. Repairing a Specialty. If you have any thing you think past fixing, bring it to me. HEADQUARTERS IN THE FIX BUILDING.

CONDON OREGON. WHEN LOOKING FOR BARGAINS CALL ON AL. HENSHAW He has a complete stock of the following goods on hand and more coming on every train. Furniture, Hardware, Carpenter's Tools, Paints. Blankets, Gloves, Wall Paper, House Lining. Stoves, Stove-pipe, Window-glass, Crockery. Trunks, Hand-bags, Undertaker's Goods. Remember! He will order anything, not kept in stock, on short notice.

D. M. RINEHART, PROPRIETOR LIVERY & FEED BARN. Good Rigs for Hire. Careful Attention to stock. Corner Spring and Church Streets, Condon Oregon.

F. H. RALSTON, (SUCCESSOR TO RALSTON & SON) DEALER IN Gen'l Merchandise. Invites an Inspection of His Stock as to Quality and Price. LONE ROCK OR.