

RELIEF WILL COME IN TIME.

This paper could never understand how a land office could receive a filing on railroad land, so called, knowing that it amounted to nothing. However, it has been done in this county. About two years ago, the proprietor of this paper got the land fever and filed a pre-emption right on a quarter section of this land, near Heppner. The fees were taken in regular manner and the filing receipt came back all right, just like any other filing, but shortly afterward this would be canceled was informed that although he had filed and paid his cash, he would not prove up, no matter how well he fulfilled the law. He was given to understand that should the land really revert to the government, he could then proceed in regular manner to perfect his title. Here's the sticking point. Hundreds of settlers in Morrow county have filed on railroad land under some sort of a delusion as to "its going back to the government right away," or had been forfeited, etc. etc. In most instances, they have gone ahead and fulfilled the law to a letter, to find out that the only part of the business recognized as regular was the acceptance of the fee and the issuing of filing papers.

This is radically wrong. It gives the settler no more preference than a "squatter's right" in fact, the latter would be preferable, as the railroad land could be held by fencing and other improvements till the title was settled, and in the meantime, the settler could use his rights on land not in dispute.

Nothing has retarded the growth of Morrow county more than having within its borders this so-called railroad land. Large bodies of tillable and productive soil is kept from the rancher's plowshare, and pre-emption and commutation proofs cost twice as much as they should, the government evidently intending that the land-working settler shall have no benefit of doubt. Fully \$100,000 in cash has been needlessly taken away from settlers in Morrow county alone.

It is thought that within the next year this land will revert back to the government. This means that Morrow county can then furnish land for twice the number of homes that exist at present.

THE BENEFITS DERIVED FROM A BOARD OF TRADE.

From time to time the GAZETTE has called the attention of Heppner people to the great benefits to be derived from a live board of trade; but, as yet, there appears to be no particular effort to perfect such an organization.

For example, what a board of trade can accomplish for a town, this sheet will refer Heppner to the town of Watsburg, W. T. That place is fairly booming, and has no bright prospects as any inland town in the territory. People are coming in by the hundreds to either settle in that little city or to invest in farm property for homes.

How is it accomplished? Well, Watsburg people organized a board of trade, had a neat, descriptive pamphlet and other matter relative to the country, printed at the home newspaper office, all of which was widely circulated. This is why Watsburg is prospering, and in fact it will apply to every live place in either Oregon or Washington. We have a good country, with the prospects, but our part to have the outside world acquainted with the fact.

It is a matter of neglect that Heppner has not had a board of trade long since. Any further procrastination will bring delay in relief, rapid growth. Other sections, more energetic and enterprising, will attract people who can not settle in this county. Show your enterprise in giving Heppner and Morrow county a fair representation abroad.

HEPPNER WILL PROSPER.

The former resident who has been seeking fortune in other climes, and after an absence of five or six years returns to Heppner town, now finds great changes wrought. No rattling stage brings him into the metropolis of Morrow, covered with dust and caking in every limb. Coming up to Heppner on the most modern railway, each is quite a different thing.

From a small collection of houses on Main street, the place has spread out over the flat, only a few landmarks being visible here and there. Within the next two years there will be greater changes in Heppner than during the whole of its existence. Being situated at the present terminus of the Willow Creek branch, near the center of Morrow county, a natural business location, the increasing trade from surrounding country and from over the mountains demands greater facilities on the part of Heppner merchants and business men to meet the demands. The frame stores are becoming too small to contain the huge piles of goods which Heppner merchants are compelled to carry, and large brick buildings are rapidly taking the place of frame structures. Property is advancing in price, and this, in turn, brings where he could have made investments a few years ago in Heppner property which would now net him considerable hard cash; and yet it is not too late to find good investments in Heppner real estate. A few hundred dollars now will turn into thousands in the near future, and no mistake. Heppner is situated for a great trade, and will prosper.

THE LONG CREEK ROAD AGAIN.

In calling the attention of the road commissioners to certain parts of the proposed route, we do so for the general good of the community and county, and not in a spirit of dictation. In fact, we personally know but little of the route except the part near Heppner, but our information comes from responsible men well acquainted with the entire road. It seems at present there are two roads from Wall creek to the John Day river: one going up Wall creek hill and over the ridge down Monument mountain, and the other by the way of the Copper ranch and Cochran's place to the river and then up to Monument.

Our informant states that for 19 years there has been an effort to make a good road by the former route, and still it is in bad condition, and he believes that no reasonable amount of money will ever convert it into a good wagon road—such as there must be for loaded teams. The other, throughout, called the "lower road," while it is some two miles farther, is considered a good route and, if our information is correct, will require but little expense to put in good condition. It also accommodates a greater number of settlers than the other route.

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Everything in the General Merchandising LINE, All to be sold very low.

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Our firm has the reputation of keeping first-class goods of every description. GIVE US A TRIAL ORDER.

Coffin & McFarland, Heppner and Arlington. A HORSE will travel well when shod by ROBERTS & SIMONS, General Blacksmiths & Farriers.

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Theron E. Fell, MANAGER. OREGON. THE HEPPNER LIVERY AND FEED STABLE, Hunsaker & Long, PROPRIETORS.

Hay and grain for sale at reasonable prices. 'BUS to & FROM all TRAINS.

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