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TENTH YEAR | HEPPNER, MORROW COUNTY, OREGON, TUESDAY, AUGUST 30, 1892. | WEEKLY NO. / SEMI-WEEKLY NO.

SEMI-WEEKLY GAZETTE.

PUBLISHED

Tuesdays and Fridays

—BY—

THE PATTERSON PUBLISHING COMPANY.

ALVAH W. PATTERSON.....Bus. Manager,
OTIS PATTERSON.....Editor

At $2.00 per year, $1.50 for six months, $1.00 for three months in advance.

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Treasurer.....W. J. Leezer
Assessor.....R. L. Shaw
" Surveyor.....Isa Brown
" School Sup't.....W. L. Saling
Coroner.....T. W. Ayers, Jr

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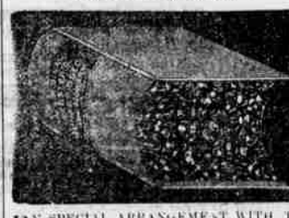

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MOLES AND GOPHERS.

SOME OF THE HABITS OF BURROWING ANIMALS.

Means of Destroying Them Reviewed. Moles Declared Harmless, but Annoying—Gophers Are Exceedingly Fond of Roots of Fruit Trees.

The subject of this article is of interest to farmers and fruit growers, who are only too conversant with the destruction caused by the pocket gopher. Moles, though useful in their way, are constantly irritating the owners of lawns and flower gardens by piling up mounds or digging under choice plants.

The order Rodentia contains mammals which have the front or incisor teeth remarkably developed for gnawing, while the canine teeth are absent. In this order occur the rats, mice, squirrels, porcupines, rabbits, hares, etc., and last but by no means least, the gopher. Of the gopher family there are several genera and species. We have in the Middle states a little one called the thirteen lined gopher (Spermophilus tridecem-lineatus) and also the gray gopher (S. beecheyi), which is so common on this Coast, called "ground squirrel." In California this gopher annually destroys thousands of bushels of wheat.

The pocket gopher is represented by several species in North America but the one we have especially to consider is Thomomys bulbivorous. It is common in many parts of Oregon and California. Its front teeth are strong and chisel-like, adapted for gnawing. On the sides of the face are capacious cheek pouches which give the animal its name. These pouches undoubtedly afford a means of transporting its food. I have never found absolute proof that earth is placed in them though this is stated by some to be the case.

The depredations of this pest are very extensive. They are especially partial to the tender roots of fruit trees and when carrots, potatoes and other vegetables are in the ground it is impossible to kill them with poisoned tidbits, as they can find food in varied abundance. Rodents always leave the imprint of their chisel like teeth upon anything they have been eating.

MEANS OF KILLING POCKET GOPHERS.

I am convinced from experiments that in the winter season when the root crops are out of the way, a small piece of potato with powdered strychnine in it put down the hole will kill many. Frequently the potato will be thrown out with the dirt but more often it does the desired work.

I have saturated a wad of cotton, half the size of one's fist, with bisulphide of carbon and put it in the hole and then closed the aperture. This remedy is extensively advertised for the gray gopher or ground squirrel. I have not tested it upon the latter and lack absolute proof of its efficiency in the case of either pest. This agent is extremely volatile and if used in porous and comparatively dry soil a large portion of gas would escape. I have tried the sulphur gun, a mechanical device for forcing sulphur fumes into the burrow and although I cannot positively assert that it killed a single gopher it has certainly stopped their digging.

We have specimens of all the gopher traps sent to the experiment station to be tested. All are highly spoken of (by the manufacturers) and many are indorsed by high authorities. These I have tried patiently and carefully and have to report failure, although a few gophers were caught. I often have found the trap covered with diggings, or perchance showing on their points a few hairs left by the vigorous Oregon pest. Traps may do better in California but if so the Oregon gopher is made of sterner stuff.

Recently a gentleman loaned me a so-called gopher gun of simple and cheap construction. It has killed every time it has been properly set. Certain important points are to be observed in its use. The wire or trigger should have the point covered with a small cork or bit of wood which will receive the pressure of the earth when pushed ahead by the gopher. The covered point of the wire should be in the centre of the hole, near but not on the bottom, that it may be free to slip backward. The gun is discharged by a percussion cap. Two drachms of powder and one-half ounce of shot (No. 3) is sufficient. Leave the hole open. The gopher literally commits suicide by shooting itself. I have recently purchased a new gopher and mole trap which is said to be well adapted to the purpose. One man reports having killed 114 gophers with one trap in a few months.

MOLES AND SHEWS.

The order to which moles and shrews belong is called Insectivora, referring to their insect eating habits. In moles the snout projects some distance over the mouth and the bones of the fore limbs are very strong. The especial feature of the skull is the very sharp uniform teeth. They are not adapted for gnawing. The mole should not be charged with eating carrots or potatoes or the roots of plants. In a number of moles' stomachs examined no vegetable food was found and all contained worms or grubs or other insect larva. In a few I have personally examined this spring I found nothing but earthworms.

But one says "I know moles eat my peas;" another says "I have found moles' burrows leading through my carrot field and have discovered pieces of carrot in the burrows plainly gnawed. This may be true but there are species of meadow mice (genus Arvicola) which are known to use the burrows of the mole for an easy passage to their food and these are probably the depredators. As for moles eating peas I claim they are befriending us by destroying insects or worms near the peas, and if the peas are eaten the charge must be laid at the door of another, doubtless some member of the genus Arvicola.

It is true moles are a nuisance, although we often malign them, forgetful that while they are burrowing in our lawns they are in search of grubs which injure the grass. But man having decided that moles are pests the question arises, "How are we to combat them?"

We see many ridiculous suggestions in agricultural papers regarding the destruction of moles. One man says poisoned corn, another poisoned potatoes, and another recommends the digging of deep holes through their burrows into which they will fall and be unable get out. Regarding poisoning vegetable substance of any kind to kill moles, I say it will not kill them. Further, anyone who knows how rapidly a mole burrows out of sight will put no faith in the post hole theory. These mistakes have in many instances doubtless arisen from the fact that gophers and moles have been confounded.

We have tried a number of remedies for moles and only one has proved satisfactory. The sulphur gun mentioned has been used and it evidently drives them away for a while and one may possibly kill a few in this way, but their burrows are so extensive and offer so many opportunities for the escape of the fumes that this can hardly be classed a remedy. Bisulphide of carbon is not efficacious for the same reason. Moles are very apt to work early in the morning, between 5 and 7, again about noon and again about 3 or 4 in the afternoon. We have speared numbers of them while they were throwing up their mounds. While this is effective the fact that they are erratic in their hours of work makes watching for them an irksome task. I sunk a five gallon tin can in course of runway, it having been highly recommended, and covered up the hole with a board and sod and earth, but caught no moles. I have used the various traps but with no success, with one exception.

Of the moles of the United States there are about five species, but they do not differ from each other particularly in essential characteristics.

F. L. WASHBURN.
Oregon Experiment Station, Corvallis.

Experiment in Seeding Oats.

Experiments in oat seeding have been made at the Ohio station for four years. In 1888 the largest yield came from plots seeded at the rate of five and six pecks to the acre. In 1889 the yield from the plots seeded at the rate of five, six, seven and eight pecks was practically the same. In 1890 the results were very irregular, owing to the disease of oats so prevalent that year. The plots receiving five, ten and twelve pecks gave the largest yields. In 1891 the experiment was duplicated, two varieties—Wideawake and Clydesdale—being used. The work was done on land very uniform in quality, and the season was favorable. The results appear in the following table:

	Yield per acre.	
Seed per acre.	Wideawake.	Clydesdale.
4 pecks	44.1 bushels	39.1 bushels
5 pecks	45.6 bushels	41.1 bushels
6 pecks	49.7 bushels	40.1 bushels
7 pecks	50.9 bushels	42.2 bushels
8 pecks	50.3 bushels	42.4 bushels
9 pecks	45.9 bushels	39.5 bushels

It will be seen that with both varieties the largest yield came from seeding at the rate of seven and eight pecks per acre. The Wideawake weighed 29½ to 30½ pounds per bushel and the Clydesdale 35½ to 37. In both cases the lightest oats came from the four peck rate of seeding and the heaviest from the seven peck rate.

Live Stock Points.

The first annual outdoor exhibition of the United Horse and Cattle Show association in the edge of New York city this spring was a great success. It is to be hoped that this is a beginning of great things for the future in the way of outdoor stock shows. Neither animals nor people ever appear to such advantage as when they are seen outdoors. Certainly the more human beings accustom themselves to life in the open air in all weathers, the healthier and handsomer they will be. It is expected at future spring exhibitions of the association to include all kinds of live stock, from fat beeves to game chickens. One of the attractive features of the show was that of the mounted policemen who exhibited their dexterity in catching runaway horses. In the big, outdoor ring the horses' feet and lungs had free play. Let us have more outdoor live stock shows every spring and fall in the large cities.

The Clovers.

No clover succeeds better in the central and middle states than the common red clover, which is the species most generally grown in the United States. It grows well on every properly drained soil that has sufficient strength to afford it nutriment. On soils so worn out and impoverished as to require manuring for the clover to make a stand, no other species is known that will do any better. The large clovers known as mammoth, sapling clover, pea vine clover, etc., have a larger and later growth, but many farmers object to them as growing too rank and coarse to make good hay.

FARMERS AND BAD ROADS.

The Sensible View of the Situation Taken by a Bright Woman.

Louisa C. Scofield, a lady living in Rochester, N. Y., has been much interested in the roads improvement agitation. She recently wrote to The Engineering Record:

I wish to speak particularly of the system (and a system it is too) of ruts which we now have as an excuse for country roads.

As to the farmer, I am sorry to say, that every time the subject of a good paved road through the country comes up he shouts with might and main that he cannot afford it, for even now he is almost ruined by the taxes. Let us look more closely into the matter and see whether we think he can afford a good paved road. On the present trails, called by courtesy roads, the farmer hauls but about half the load of one of our city teamsters. Why? Because the farmer must take his load over an uneven dirt road, with many hollows and humps, formed during the muddy season, which have not yet been smoothed by working out the road tax. But the city teamster has a good, even pavement, and his team draws the heavy load easily. Then why is it that the, say French farmer, is gradually accumulating money, while our poor American farmers are (and that not gradually) accumulating only a rich harvest of debts. The reason is simply this: The French farmer places his produce in his storehouse and waits until the market prices are high. Then he quietly hauls his little store to the city and sells it at a good price, and that without killing his horses or breaking his wagons. How different with our poor farmer! He, too, stores his harvest, but when his weekly newspaper tells him there is a great demand for his produce he simply sits around the house, or, at most, mends a few straps in his dilapidated harnesses.

An ignorant person would at once ask, Why does he not go to market? Because he cannot. He is as much in prison, as regards his produce, as if he were in Siberia. The fact is that the road passing his house is a miry lake and is absolutely impassable with a loaded wagon.

But to town he must go for the necessaries of life, so with a team of horses harnessed to his lightest buggy he manages to get to town, and there leaves not his produce but the residue of his small savings from a previous year. Finally, when the roads are dry (and the market down again) he draws his store to the city and sells it at a low price, and he has the additional vexation of knowing that a month before he could have made a much larger profit had it been possible for him to reach the city. So he returns to his farm and home with a very small amount of money and a smaller store of good nature, casting a gloom over the whole house and refusing the least expenditure. Then, for his forced economy, he is styled the "stingy farmer."

Even when continued good weather has improved the roads it is not uncommon to see a farmer going along with a broken wagon or a lame horse, all because he must travel over such rough roads. It is not the lack of business ability that makes the poor farmer poorer but the lack of good roads. Every one knows that the dull French peasant cannot be favorably compared with our intelligent American farmer, but alas! the latter's intelligence has not yet reached the height of good roads.

But surely we may hope our government will soon take up the subject in earnest and attend to the organizing of a complete system of roads such as are possessed by the countries of Europe.

Intelligent Roadmaking.

Intelligent roadmaking in this country seems to be a lost art. It is ridiculous to compel the yeomen each year to turn out and scrape great clots upon a road already impassable and thereby keep it in bad condition all the year. "Road working" as now conducted by rustic labor is the barrowing farce of today. How long this humorous maneuvering will be tolerated remains to be seen. The athletic men of the district turn out under the roadmaster and spoil the highways for months to come.

Like Tennyson's babbling brook the pathmaster's farce goes on forever.

Railways can never supply the place of good wagon roads, which a few miles of the latter would amply prove to any disinterested mind. The grangers seem to think that the cities should bear the burden of expense. Not so. The interests are mutual and not inimical. Notwithstanding all the great benefits to be derived there will always be stubborn opposers to the road improvement idea until the blessing is irrevocably thrust upon them. It is a fact that in other countries it has been proved that good roads have benefited the country folk far more than the city people. It is surprising that country dwellers cannot understand this fact and fully appreciate it.

There is but one way to secure the great boon of country roads—build them by a general tax.—Bloomington Eye.

Scaly legs are eyesores, and with such simple remedies as applying vaseline or lard, to which a few drops of carbolic acid has been added, there is no excuse for their presence in a well kept flock of poultry.

For a month before cows are due to calve they should be fed on cornmeal. Two pounds a day of linseed meal makes an excellent substitute, according to The Jersey Bulletin.

SOME EAGLETS.

From the Long Creek Paper.

W. C. Cox arrived from Heppner Friday with freight for merchants of this city.

The band received supplies this week in the shape of two new drums and a dozen music stands.

Pry Wilson and family, Robt. Wilson and family, returned from Desolation Lake Saturday. They report an enjoyable time.

George Ward was down from the high Greenhorn last week. He is looking after P. C. Thompson's band in this county.

John Murphey, Wm. Cohoe and other young people from the Hamilton and Monument section returned from Desolation Lake Saturday.

Guess there wasn't nobody heard nothin' of nobody gettin' no bucket of cold water throwed on 'em at the Ritter dance last Friday evening was they?

Holland Thompson, of Morrow county, brother of P. C. Thompson' ex representative from Morrow, was in Long Creek last week, being out on a pleasure tour. He passed considerable time at Teal and McDuffies springs since he left home. —[Mr. Thompson is a brother of P. C. Thompson, instead of J. C. Thomson.—Ed. Gazette.]

A. J. Shaw of Morrow county, was in Long Creek country buying beef cattle last week for the Portland market. He purchased quite a band on the Middle Fork, getting several head from A. D. Sloan.

Dr. L. F. Shipley, of Heppner, is at the McDuffie hot springs, where he is carring for his son Frank, who has been declining in health for the past two years. Young Mr Shipley is an old typo, having labored many a day along side of the editor of the Eagle.

Frank Keeney, the youngest son of Joseph Keeney, of this city, met with an accident Thursday of last week, resulting in the dislocating of the second finger of his right hand. He was running along side of a bicycle when he stumbled and fell, the wheel passing over his hand with the result as above stated. Dr. W. M. Lewis was summoned and the injured member was set, and young Frank is around as happy as ever.

OBSERVATIONS.

Arthur Smith, who takes strict notice of weather matters, reports the following rainfall for August for 3 years indicated below:

1889 on 27 and 30	0.10
1890 " 30	0.17
1891 " 29	trace.

To keep up the record, rain should fall today.

First rain in September for three years preceding 1892 fell as follows:

1889 on Sept. 21	0.07.
1890 " 5	0.04.
1891 " 6	0.30.

LATEST LAND LEGISLATION.

Hon. A. Cleaver, register of the La Grande land office, sends the Gazette the following relating to recent land legislation, and of much interest to settlers in this section:

Department of the Interior, General Land Office, Washington, D. C. Aug. 19, '92.

Register and Receiver, La Grande, Or.

SIRS:—You are hereby advised in reply to your telegram of Aug 15, 1892, that by act approved June 25, 1892, congress so amended section three of the forfeiture act of Sept. 29, 1890, as to extend the time within which persons actually residing upon the forfeited lands shall be permitted to purchase the same three years from the passage of the latter.

The act of 1892 affects only one class of persons—those claiming under section three of the act of 1890, and actually residing upon the lands, and questions as to the construction to be given the former have been submitted to and are now pending before the Secretary of the Interior. As soon as the secretary determines said questions, instructions under the act of 1892 will be given.

Very respectfully,
I. R. CONWELL,
Acting Commissioner.

Before Starting on a Journey

A person usually desires to gain some information as to the most desirable route to take, and will purchase tickets via the one that will afford him the quickest and best service. Before starting on a trip to Chicago or any point East, you should provide yourself with a map and time table of the Wisconsin Central lines. The trains run on this route are vestibuled and equipped with Pullman's latest drawing room sleepers, elegant day coaches and dining cars of latest design, built expressly for this service, and are exquisite in furnishings and convenient and comfortable in arrangement and so complete in every detail that they have no superior in comfort and elegance. The dining car service is pronounced by all the most elegant ever inaugurated, and is operated in the interest of its patrons.

Fast trains via the Wisconsin Central lines leave Minneapolis daily at 12:45 p. m. and 6:25 p. m., and St. Paul at 1:30 p. m. and 7:30 p. m., making favorable connection with all trains from the West and Southwest.

For tickets, time tables, berth reservations, etc., apply to G. F. McNeill, C. P. & T. A., Minneapolis, Minn., or to Jas. C. Pond, general passenger and ticket agent Chicago, Ill. 480tf

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