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OFFICIAL SEMI-WEEKLY PAPER
Heppner Gazette.

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The Gazette will contain the latest telegraphic news From the Seat of War.

SIXTEENTH YEAR HEPPNER, MORROW COUNTY, OREGON, TUESDAY, AUGUST 16, 1898. NO. 675

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Governor: W. P. Lord
Secretary of State: H. B. Kinkead

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CASTORIA
900 DROPS
Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of INFANTS & CHILDREN

CASTORIA
For Infants and Children.
The Kind You Have Always Bought

TEXT OF THE PROTOCOL

Terms of the First Agreement Between the United States and Spain.

FIGHTING NOW DECLARED AT AN END

The Army Leaves Cuba This Week--The Philippine Question Most Serious--Cost of the War--Squadron to Be Held in Readiness Should Hostilities Be Resumed

MADRID, Aug. 13.—The text of the protocol signed between Spain and the United States is as follows:
"His excellency, M. Cambon, ambassador extraordinary and minister plenipotentiary of the French republic at Washington, and Mr. William R. Day, secretary of state of the United States, having received respectively that effect plenary powers from the Spanish government and the government of the United States, have established and signed the articles which define the terms on which the two governments have agreed with regard to the questions enumerated below, and of which the object is the establishment of peace by the countries, namely:

"Article I—Spain will renounce all claim to all sovereignty over and all her rights over the island of Cuba.
"Article II—Spain will cede to the United States the island of Porto Rico and the other islands which are at present under the sovereignty of Spain in the Antilles, as well as an island in the Ladrones archipelago, to be chosen by the United States.
"Article III—The United States will occupy and retain the city and bay of Manila pending the conclusion of a treaty of peace, which shall determine the control and form of government of the Philippines.
"Article IV—Spain will immediately evacuate Cuba, Porto Rico and the other islands now under Spanish sovereignty in the Antilles. To this effect, each of the two governments will appoint commissioners within ten days after the signing of the protocol, and these commissioners shall meet at Havana within 30 days after the signing of this protocol, with the object of coming to an agreement regarding the carrying out of the details of the aforesaid evacuation of Cuba and other adjacent Spanish islands, and each of the two governments shall likewise appoint within 10 days after the signature of this protocol other commissioners, who shall meet at San Juan de Porto Rico within 30 days after the signature of this protocol, to agree upon the details of the evacuation of Porto Rico and other islands now under Spanish sovereignty in the Antilles.
"Article V—Spain and the United States shall appoint to treat for peace five commissioners at the most, for either country. The commissioners shall meet in Paris October 1st, at the latest to proceed to negotiations and the conclusion of a treaty of peace. This treaty shall be ratified in conformity with the constitutional laws of each of the two countries.
"Article VI—Once this protocol is concluded and signed, hostilities shall be suspended, and to that effect in the two countries orders shall be given by either government to the commanders of its land and sea forces as speedily as possible.
"Done in duplicate at Washington, read in French and in English by the undersigned, who affix at the foot of the document their signatures and seals August 12, 1898."

WASHINGTON, Aug. 14.—By Wednesday or Thursday of this week, it is expected by war department officials that all of General Shafter's command will have left Santiago for the United States. In a dispatch to the war department tonight, General Shafter says that the early departure of the troops now depends entirely upon the transports, which are daily expected to arrive. All but about 5000 men of General Shafter's corps have already sailed for this country.

WASHINGTON, Aug. 13.—Although the war lasting only 114 days, it is estimated that it has cost the government so far \$150,000,000, of which \$95,000,000 has been actually paid out of the treasury. Appropriations made by congress on account of the war aggregate about \$360,000,000, and cover the time to January 1, 1899.

WASHINGTON, Aug. 13.—With peace proclaimed, all of the energies of the military and naval establishments today were directed into pacific channels. The sudden change from war to peace was manifest at the war and navy departments. The orders given last night for the immediate cessation of hostilities brought all military and naval movements to a halt, and it now remains only to bring affairs back to a peace basis. In this, however, the authorities were acting on the theory that the protocol of yesterday was but the first step towards peace, and that not until a final and lasting peace was secured could there be an entire return to a peace basis. This was particularly true as to the navy department. In that branch, it was accepted that permanent peace undoubtedly would be made, and yet, instead of stripping our ships, redistributing them into squadrons on a peace basis and returning them to their old channels, the naval authorities acted on the principle that the present armistice might end in a resumption of hostilities.

PERILS OF THE DEEP.

Seven Volunteers Die While En Route to the Philippines.
New York, Aug. 11.—The World's advices from Manila of August 4, referring to the arrival of the third expedition from San Francisco, say: Never did an expedition encounter more dangers or endure more perils. On the voyage six men and one officer died and 50 more were taken sick. Typhoid and meningitis played havoc on the transports. Two firemen went insane and leaped overboard. But a fire on one of the ships was the worst peril of all.

The dead at sea were: Ralph Powers, signal corps, of Los Angeles, died July 20th. Ernest Bower, Wyoming battalion, died July 20th. Frederick Buckland, Thirteenth Minnesota, of St. Paul. Lieutenant Skerr, of the engineers, West Virginia, died July 21st. Stephen Reddy, Twenty-third infantry, of Dallas, Texas, died July 14th. W. D. Kelly, fireman, San Francisco, died July 19th. John Stokerville, fireman, San Francisco, died July 14th.

The fleet of transports and the convoy, the monitor Monterey, were three days out from Hawaii when fire was detected on the Morgan City. One of the crew reported that there was a blaze in the coal bunkers. At midnight, when all the troops were asleep, Captain Dillon assembled the crew and told them the news. Every man was pledged to secrecy. Silently the men coupled on the hose and steam pipes. Then they began battling with the flames in the hold. Night and day the heroic crew fought the fire, but the bunkers were still burning when the Morgan City arrived here. Then for the first time the truth was learned by the men of their danger. The flames were extinguished after the ship had been in port a few hours.

OREGON'S NEW COMMANDER.
Captain Albert S. Barker Ordered to Command the Battleship.
A Washington dispatch, under recent date, says: Captain S. Barker has been detached from the command of the cruiser Newark and ordered to take charge of the battleship Oregon, filling the vacancy made by the invaliding of Captain Clark. The vacancy on the Newark has not been filled as yet. Captain Barker was one of the original members of the naval board and in that capacity rendered valuable services in preparing the navy for the excellent work accomplished by it in the present war. He commanded the Oregon while she was attached to the Pacific station. A good deal of concern is felt at the navy department at the breakdown of Captain Clark, of the Oregon. Not the slightest information has reached here of the nature of the captain's illness; all that is known is that Commodore Watson, his immediate superior, ordered a medical board to examine him with the result that he was condemned and ordered home. It does not follow from this that the captain's collapse is permanent and his splendid physique and usually vigorous health afford general belief that he will regain his health in the North.

Captain Albert S. Barker, who succeeds Captain Clark in command of the battleship Oregon, has an excellent record of nearly twenty years' sea service to his credit, as well as some hard fighting in the Civil War. Born in Massachusetts, he entered the naval academy in 1859, but was ordered into active service on the frigate Mississippi when the war broke out, and took part in the capture of New Orleans and the fight at Port Hudson, when the Mississippi was lost. He commanded the Enterprise in 1885, when a line of deep-sea soundings was run across the Atlantic and Indian oceans, and from New Zealand to the Straits of Magellan. Captain Barker has published the log of the cruise, including an interesting account of the great earthquake at Krakatoa. He was in command of the flagship Philadelphia, under Rear Admiral Gherardi, at the international naval review in Hampton Roads in 1893. In March, 1897, he assumed command of the Oregon. He is a very popular man.

During the opening weeks of the present war Captain Barker served as aid to Secretary Long and as a member to the military war board, but on May 8th was assigned to the command of the remodelled and newly commissioned Newark, which was to have accompanied Commodore Watson if the latter descended on the Spanish coast.

Remarkable Rescue.
Mrs. Michael Curtin, Plainfield, Ill., makes the statement that she caught cold, which settled on her lungs; she was treated for a month by her family physician, but grew worse. He told her she was a hopeless victim of consumption, and that no medicine could cure her. Her druggist suggested Dr. King's New Discovery for Consumption; she bought a bottle and to her delight found herself benefited from the first dose. She continued its use and after taking six bottles, found herself sound and well, now does her own housework and is as well as she ever was—Free trial bottles of this Great Discovery at Dr. J. C. Hoag's Dispensary, 1127 Broadway, N. Y. City.

Wheat and Freights.
The Oregonian remarks there is not much life in the Portland wheat market yet, and from indications the crop will not move as soon as it did last year. That paper offers several reasons for this, the principal one being the fact that the farmers were not so hard up as they were last year, and consequently do not feel the necessity for turning the crop into cash immediately. Then the foreign markets are in such shape that it is almost impossible to get a bid on a new crop cargo, while last year foreign buyers were taking up everything in sight, and paying premiums to have ships dispatched quickly from this coast. With but little wheat offering, and no sale for cargoes on the other side, it is a difficult matter to secure an accurate quotation of export values. Some lots of old wheat have changed hands this week as high as 61 cents for Walla Walla for milling purposes, but exports are unable to figure out more than 57 cents for the cereal, and unless they have a special place for the occasional lots offering refuse to do business. California buyers are in the field, and are picking up considerable grain to be sent south for the mills. They are paying a wide range of prices, but 61 cents for bluestem is about the best figure reported, and a small lot of valley was bought recently at 60 cents. Freights, which were such important factors in the price of wheat last season, are holding very firm, and it is not probable that they will go to 40s as soon as there is much of a movement. The entire fleet of ships, chartered and unchartered, now headed for this coast, will not handle to exceed one-sixth of the crop if it should prove as large as it was last year, and even this list is some of it as far away as next January. Meanwhile tonnage that was expected to point this way is being taken up for nitrate at the highest rates that have prevailed for years. The German ship Parnassus, now at Port Los Angeles, which refused a Portland charter at considerable better than 31s, was chartered this week to proceed to the west coast of South America to load nitrate at 30s, and the British bark Holt Hill, 2,200 tons, now at San Diego, has been taken for same business at 30s; and on top of this news comes a foreign cable stating that nitrate freights are advancing. The British bark Law Hill, a 2,700-ton vessel, now at Nagasaki, one of the busiest ports from which Portland can draw semi distant tonnage, is fixed for Calcutta business, after offering for grain from Portland or Puget sound. Nothing but a booming freight market would have prevented these three vessels, especially the two in California, from coming north for wheat, and this condition of the foreign market bodes no good for the wheat-growers. Last year, when wheat soared up to the dollar mark, the extra 10 cents per bushel which the shipowner demanded and received for freight, as soon as the wheat movement was fairly under way, did not cut so much of a figure, but this season, with the low prices of wheat and poor prospects of better prices, any advance in freights is bound to be felt seriously. Exporters, who have gained wisdom from the past, are not inclined to be caught with a lot of ships on their hands and no wheat to fill them with, and for that reason are refusing to load up with any more tonnage until they learn how the crop is going to move. The comparatively small amount taken for early loading will not suffice to handle very much of the crop, and after these ships are loaded more will have to be secured at the best rates possible, and unless there is a let-up on the demand for ships in the Orient and for the nitrate ports these rates will be as close to the high-water mark of last season that they will be very unprofitable for wheat growers.

The CALIFORNIA Lodging House
BEDS 25 and 50 Cents.
GEO. C. ROME, Prop.

G. B. HATT, Tonsorial Artist.
Shaving, 15 Cents
Hair Cutting, 25 "

H. W. Fall, PROPRIETOR
Of the Old Reliable

Gault House, CHICAGO, ILL.
Half block west of the Union Depot of C. & N. W. Ry. & St. P. & C. & A. F. Ry. & C. & N. W. Ry. & St. P. & C. & A. F. Ry. & C. & N. W. Ry.

The Old Shop! LIBERTY MARKET
Is the place to go to get your fine pork and lamb chops, steaks and roasts.

FISH EVERY FRIDAY
Fine sugar-cured hams and bacon. Pure leaf lard, kettle-rendered, old style. Highest cash price paid for at stock.

HEPPNER-CANYON CITY Stage Line
—B. F. MILLER, Prop.—
Cheapest and most direct route to John Day valley, Canyon City mining district, Burns and other interior points.

First National Bank
—OF HEPPNER—
C. A. RHEA, President
T. A. RHEA, Vice President
GEO. W. CONSER, Cashier
S. W. SPENCER, Asst. Cashier

CHEVALIS GREAT FEAT.
Captured the Columbus Pace in Three Straight Heats.
East Oregonian.

The press telegrams state that Chevalis had an easy thing. The 2:05 pace was won by him in three straight heats, although Bumps and Pearl Onward both sold for more money in the pools. The second heat, 2:04 1/4, is the fastest heat paced in a race this season. The summary is as follows: Pace, 2:05 class, purse \$2000—Chevalis won in three straight heats; time, 2:07 3/4, 2:04 1/4, 2:05 3/4. Bumps was second, Frank Bogash third.

On the same day, upon the same track, fully 5000 people were in attendance, attracted by the announcement that Star Pointer would attempt to lower the track record of 2:01 1/4, made last year by Joe Patcher in his race with Pointer. The track was not as fast as it ordinarily is under favorable conditions and teams were working it between heats all day. It was hardly expected that Pointer would lower even the track record, but when he equaled his record of 1:59 3/4 made last season at Glenn Falls, the crowd went wild with enthusiasm. He went the first quarter in 29 1/2, second in 29, third in 29 1/4 and the fourth and last quarter in 30 1/4. A mighty cheer went up from the crowd, for the next instant the time, 1:59 3/4, was announced.

At Portland, Me., last Saturday at Rigby Park the gelding Nice, son of the \$125,000 Arion, made a record of 2:09 1/4, making the fastest 4-year-old of the year and the first of the Arions to get into the 2:10 class.

Uncle John—Well, what do you mean to be when you get to be a man? Little Tommy (promptly)—A doctor, like pa. Uncle John (quizzically)—Indeed; and would you intend to be, an allopath or a homeopath? Little Tommy—I don't know what them awful big words mean, Uncle John; but that don't make no difference, 'cause I ain't goin' to be either of 'em. I'm just goin' to be a family doctor an' give all my patients Hood's Sarsaparilla, 'cause my pa says that if he is a doctor, he's 'bliged to own up that Hood's Sarsaparilla is the best family medicine he ever saw in his life.

The Battleship Oregon.
Has made more kinds of a record for the U. S. navy in its 18,000 mile trip than was ever dreamed of. Judging from the demand for it, the little 90 page, red pocket size, army and navy book just published by the Northern Pacific is making a great record too. The requests for it reach the N. P. passenger department at St. Paul in large numbers from every part of the United States. This is a tribute to wide advertising as well as to the enterprise of the company and the value of the book. Mr. Chas. N. Fox, the general passenger agent at St. Paul, Minn., will send the book upon receipt of ten cents.