

The Heppner Gazette

Issued Thursday Morning

Warnock & Michell.

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THURSDAY, July 4, 1901

Since the opening of the racing season in England, King Edward has won over 20,000 pounds.

There are 134 lodges of Odd fellows in Oregon, with a membership of 7504. The three linkers seem to be prospering.

An extremely hot wave has prevailed for several days past in the East. There will probably be some summer weather yet.

There seems to be less excitement and more gold in the Klondike this year than ever before. The spring cleanup is reasonably estimated at from fifteen to twenty million dollars.

During the debate on the army reorganization bill in the House of Lords in London recently, Lord Wolseley, ex-commander-in-chief, declared that the United States army was the finest of its size in the world. Lord Wolseley is about right about it. He might also include the United States navy.

There is just now considerable excitement up at Skagway, Alaska, because George Miller, a Eugene, Oregon man hauled down the British flag that was floating over the American flag. It was on American territory, and good for Miller. Not even a balloon can get above the stars and stripes on Uncle Sam's domain.

The Eighth Annual Spokane Interstate Fair, formerly Fruit Fair, will open September 10, and close September 21. Liberal purses will be given in premiums and attractions. A splendid speed program has been arranged. It will be under the direction of a newly organized \$30,000 joint stock company. It is for the benefit of all the citizens of the Inland Empire.

Harvest is here and reports from all over the state indicate a good crop in Oregon this season. Already the jolly harvest hands are arriving from different portions of the state to help harvest the crop in the great wheat belts in Eastern Oregon. While harvest means long hours of hard work, still it is looked to with interest, for it furnishes lucrative employment for a great many people. Everything is business in the harvest field. Up before it is light, the jolly hands with faces bronzed by the sun, enjoying good health and with immense appetites, are not afraid of work. They are good fellows and find plenty of employment in Eastern Oregon.

PEACE IN THE PHILIPPINES

It is evident that peace is near at hand in the Philippines and when it comes it will be permanent. It seems probable that the capture of Aguinaldo was really the deathblow to the insurrection, for while he was not in the field he appears to have performed the far more important service of a money gatherer. In modern times nothing bearing the semblance of war can be kept up without money, and since the capture of Aguinaldo, it is noticeable that we hear no more of the tribute paid by the Filipino villagers, which was the source of supply of the insurgent treasury. When the money gave out no more guns or munitions could be had and there was no inducement to blockade runners to run risks of capture for the sake of reaching an empty treasury. With the cutting off of supplies, collapse of the rebellion was inevitable and it has come. The surrender of General Cailles with 650 men and 500 rifles probably disposes of much the largest force still remaining under arms. It appears to have been necessary to wait for some days to call in even that number from the woods. The Filipinos have made a thorough trial of the strength of the United States and will not wish to repeat the experiment.

It now remains to make them loyal American citizens. No "subjects" were ever loyal and none ever will be. The Indian "subjects" of King Edward would cut his throat in a minute if they could

and dared, in spite of all the efforts made by the British Government for the welfare of India. It is believed that the Filipinos are of far better stock than the East Indians. The Malay whose blood enters so largely into the Filipino composition, is a good deal of a man. As represented in the Filipino he has in him the making of a loyal citizen. He has not the American sturdiness, his habit of thought, or his experience in and capacity for self-government. We should not want him in Congress as a legislator, but there is no reason in the world why he should not be there as the spokesman of his people, on an equality with the delegates from other territories. There is no reason why he should not accustom himself to the common welfare by paying the same national taxes that we pay. What men pay for they feel they have a part in, if they contribute equally with their fellows and in the same way. That which they are taxed, as subjects, to pay for they hate. The Filipinos can be made loyal Americans only by being included in our fiscal and commercial system. That will make them prosperous, and, as Governor Taft wisely remarked, their prosperity will enable them to pay taxes. We shall, in any event, give them far more than we take from them, and shall do it gladly if we feel that they are part of us. This is the last of our so-called "colonial" problems. The others have been settled right. The Philippine problem must be settled the same way. —San Francisco Chronicle.

"INLAND EMPIRE'S NEED OF OPEN RIVER."

Saturday's Telegram contains a very able article from the pen of E. H. Libby, President of the Lewiston, Idaho, Commercial Club. Mr. Libby presents some very forcible argument as the following excerpts will show:

"The 'Inland Empire' is a region comprising the Columbia River Basin east of the Cascade Mountains, including Eastern Oregon, Eastern Washington and most of Idaho, containing 6,000,000 population, claiming a billion dollars of industrial valuation, capable of producing a sixth of the American bread crop.

"It is seriously handicapped by inadequate transportation facilities.

"It demands an open river to the ocean to develop its resources.

"Why does the Inland Empire of Eastern Oregon and Washington and much of Idaho demand the construction of the proposed Dalles-Celilo canal at a cost of \$4,000,000? Let us briefly review the industrial conditions.

"The plateaus adjacent to the Columbia and its chief affluent, the Snake River, in the year 1890 produced approximately 40,000,000 bushels of grain, chiefly wheat. Not over half of the available grain lands were then in full cultivation, although they possess the most productive soil for wheat in all the world, often producing 40 to 60 bushels per acre without special care. In the so-called Lewiston or Clearwater country alone there are some 2,200,000 acres of choice grain lands; yet last year only about 700,000 acres of this land was fenced, and one-half of this was cultivated in grain, etc., leaving 1,500,000 acres of unfenced waste. Yet the 350,000 acres yielded 5,450,000 bushels of wheat, 1,120,000 of oats and barley, and 284,000 of flax, a total of 6,854,000 bushels of these grains, besides other crops of roots, etc.

"While other portions of the Columbia Basin grain belt present like conditions in less degree, a large proportion is still under no or poor cultivation. Under full cultivation the Lewiston or Clearwater country will easily produce 25,000,000 bushels or more, and the Inland Empire as a whole, a hundred million bushels. North Dakota, much better known for its wheat, in its banner year produced 50,000,000 bushels, and South Dakota 22,000,000 bushels, with an average yield in most years of about 10 bushels per acre. The Inland Empire last year produced 6 per cent of the American wheat crop, and is capable of producing fully 15 per cent. Yet this wheat-growing section has but 800 miles of railroad, against 2900 miles in North Dakota and 2500 in South Dakota.

"Our wheat is all hauled to the ocean ports by two railroads; by one over mountain grades with an average haul on the grades of 10

carloads to the locomotive, and a distance of 250 to 300 miles; by the other the haul is only 100 to 300 miles, easy water grades, permitting through trains of 65 carloads to the locomotive. Freight rates are equal on the two railroads only because the natural water route is blocked by the Dalles-Celilo rocks. This wall of rocks in the Columbia gorge, supported by the indifference of Uncle Sam, forces the wheatgrowers to pay from 10 to 12 cents per bushel for the 200 mile haul, up to 12 to 14 cents for the 350 mile haul, that is, 4 to 6 cents per bushel per hundred miles. Compare with this the rate of less than 1 cent per bushel per hundred miles on the Mississippi River steamboats, and 200 cents on the Mississippi Valley railroads. But did any one know of a railway which was in competition with the Mississippi waterway, becoming bankrupt during the recent great depression because of these low freight rates, thus regulated by the open waterway?

"Had similar low rates prevailed between the Inland Empire and Pacific Ocean ports by reason of an open river, this interior country would probably have been so developed that Northwestern railroads would have been equally prosperous and free from bankruptcy. This is the opinion of wiser students of transportation problems.

"Should that 10-mile wall of rocks near Celilo be pierced by a \$4,000,000 canal, and the wheat rate be reduced thereby only 2 cents per bushel, the saving upon the present average yearly grain crop would pay the entire cost of the canal in five years.

"It should be understood that no one claims that all of the grain would go by water. In fact, probably not more than a fourth of it, if so much as that, but the open river would regulate rates to a reasonable figure throughout the Columbia river basin.

"As noted in the case of Mississippi valley transportation, the railroads could always command more than double the water rate. It is a well known principle, demonstrated over and over again in case of railroads along water routes that the fact of low freight rates on heavy commodities, which will stand the slow time of water transportation, so develops the country that the railroad earnings on quick and light traffic soon more than offset any loss by reason of low rates on the heavy commodities.

"Thus far we have mentioned only the bread crops of the Inland Empire; yet, while the grain lands, under favorable transportation conditions, would have an investment value of \$200,000, this is only a part of the wealth of the territory to be affected by the opening of the river to navigation. The livestock interests of the Inland Empire are already valued at \$50,000,000.

"In a word, it is entirely safe to claim for the Inland Empire natural resources in grain lands, the livestock industry, fruit lands, timber, coal and minerals, having an aggregate value of not less than a billion dollars. Paraphrasing from a former governor of the Pacific Northwest, this territory is richer in wheat than the Dakotas, as rich in cattle and horses as Colorado, richer in timber than Michigan in her palmist days, richer in gold and copper than California or Montana, and rich in fruits, rich in coal, rich in silver and lead, rich in lime, marble and granite, rich in vast water powers yet unharnessed. These have found some development at the hands of brainy, untiring men, but at what a cost when transportation rates were practically double what they would have been if the natural water route had been available. How great shall be the development when the open river is provided? How paltry is the cost of the proposed canal in comparison with the great results to be achieved by its operation?"

TO FOUND A MODEL TOWN.

A glaucous scheme is afloat to found a great model industrial town in the eastern part of the country, where shall be gathered a variety of manufacturers and an array of employments, under such conditions that the town and its surroundings to be organized according to the most approved principles of science, with the highest regard to the physical and intellectual well-being of the people. Just years ago the town of New Haven, which was built upon the ruins of a city, was a model of the town of the future. It was planned and built upon the principles of science, and it was a model of the town of the future. It was planned and built upon the principles of science, and it was a model of the town of the future. It was planned and built upon the principles of science, and it was a model of the town of the future.

Literary Notes

The story in the Argonaut for July 1, 1901, is by Charles Fleming Embree, and entitled "The Honor of Three Sandals." It tells of the efforts of a Mexican official to entrap a suspected American plotter against the government, of the use of a beautiful girl as a spy and lure, and the tragedy that followed the discovery of the treachery.

From France to Russia in 36 hours! And by balloon! This is the record established in the "Long-Distance Balloon racing," of which Walter Wellman writes so entertainingly in McClure's Magazine for July.

The Parisian jenne comme bon monde, having exhausted all of the excitement of automobile racing, has found a more thrilling sport. His American compeer is content at present with the fascinations of the electric carriage, but will be ultimately turn his attention to the balloon? He is likely to do so after he reads the "Centaur"—the story of a Frenchman's already looking forward to international balloon races with Americans.

HEPPNER CHURCHES.

Episcopal church—Rev. W. E. Potwine.

M. E. church, South. Services at 11 a. m. and 7:30 p. m.—Rev. F. M. Campbell, pastor.

Catholic Church—Rev. Father Kelly. Services 3d Sunday in each month at 10:30 a. m. Beginning Nov. 18.

M. E. church, Rev. H. L. Heigholt pastor. Services at 11 a. m. and 8 p. m. Morning subject, "Our Helper." Evening subject, "A Man Like a Mountain." Sunday school at 10 a. m. Kuworth League 7:15. You are cordially invited to attend all these services.

Drying preparations simply develop dry catarrh; they dry up the secretions, which cause the membrane and decompose, causing a far more serious trouble than the ordinary form of catarrh. Avoid all drying inhalants, fumes, smokes and stuffs and use that which cleanses, soothes and heals. Ely's Cream Balm is such a remedy and will cure catarrh of cold in the head easily and pleasantly. A trial size will be mailed for 10 cents. All druggists sell the 50c. size. Ely Brothers, 50 Warren St., N. Y.

The Balm cures without pain, does not irritate or cause sneezing. It spreads itself over an irritated and inflamed surface, relieving immediately the painful inflammation. With Ely's Cream Balm you are armed against Nasal Catarrh and Hay Fever.

RED FRONT STABLE.

When you come to Heppner, put up your team at the Red Front Livery Stable on Main st., opposite the brewery. They will receive the best of care. Buggies, teams and saddle horses for hire at reasonable rates. Hay and grain bought and sold.

BISSEBROS.

IN THE STUB.

California, the imported Australian running station, and 2 good Kentucky jacks will make the season at my farm 10 miles north from Heppner, Ore.

B. F. SWAGGARD.

Sunday Excursion Rate to Clatsop Beach.

Beginning Sunday, May 26th and every Sunday thereafter during the summer season, the Astoria & Columbia River Railroad Co. will sell one day round trip excursion tickets from Portland to Seaside and return at \$1 each. Train will leave Union Depot, Portland, at 8 a. m. and arrive at Seaside at 12:20 p. m., returning leave Seaside at 5 p. m. and arrive at Portland at 9:40 p. m.

HOTEL HEPPNER.

This well-kept house is centrally located on the west side of Main street, Heppner, and has good rooms and a beautiful table, at reasonable rates.

The Heppner and Canyon City stage starts from the Hotel Heppner daily, except Monday, and goes through in 24 hours.

The Telephone Livery, Feed and Sale Stable, on west side of Main street, keeps first class rigs and saddle horses, and takes the best of care of them.

H. A. THOMPSON, Proprietor of all Three.

A HOME ON TIME.

A good ranch of 160 acres, 140 of it good plow land, located on county road, 5 miles southwest of Heppner, is now offered at \$1 an acre. Any man who will work it may have it on 3 years' time, pay in easy installments. Apply at Heppner Gazette office.

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The Kind You Have Always Bought

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For Spring and Summer Wear

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The Latest Styles of Footwear for

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Repairing a Specialty.

BACH, BECKER & CO., Chicago.

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offer substantial arrangements for handling wool and other commodities. Established business. Largest representation in Chicago. Make sure. Backs. Forward. Correspondence. References: First National Bank, Chicago.

A WANDERING CROWN.

Wonderful Vicissitudes of the Silver Coronet of Hungary.

Tragic Incidents in the History of the Various Rulers Who Have Worn the Famous Emblem of a Double Monarchy.

"More precious to the loyal Magyar heart than all the emblems of riches, whether of barbaric rudeness or medieval splendor, is the ancient silver crown of Hungary—battered, dented and black as old iron. We gaze on it," says a writer in the Argosy, "with reverential awe; for surely no crown in the world has undergone such wonderful vicissitudes. When the royal line of Orfied became extinct Hungary was filled with the people. The pope crowned one candidate; the diet elected another, who immediately donned the coronation robes and the silver crown. His pretensions were speedily suppressed by the king of Bohemia, who surrounded the walls of Buda with his troops, and carried off both king and crown to an impregnable Bohemian fortress.

"Otto of Bavaria was then chosen by the Hungarians as their future ruler, on condition that he should first recover the famous crown, with which the fortunes of Hungary have ever been so closely connected. The Bavarian prince agreed to the conditions, and, disguising himself in the garb of a merchant, he set forth on his quest and reached Bohemia in safety. He speedily learned that the country was on the verge of ruin; war had decimated the population and exhausted the national finances. The land was untitled and the resources of the kingdom at the lowest ebb. Under these circumstances the value of the Hungarian crown as a trophy of victory was at a discount. The misfortunes of the impoverished state and the dire necessities to which it was reduced destroyed chivalrous sentiment and national pride. The supposed merchant, profited by the situation, and soon entered into such successful negotiations with the harassed and impoverished government that he was enabled to secure the possession of the silver crown.

"Elizabeth, the widowed queen of King Albert of Hungary, was the next to disturb the safety of the silver crown. The death of the king had plunged the country into a vortex of strife and confusion. In the midst of the contest she resolved to escape from the dangers which threatened her, taking with her the ancient crown. After taking refuge in Germany she was reduced to abject poverty, and in her distress she pawned the historic crown of Hungary to Emperor Frederick for three thousand ducats. Indignation fired every patriotic Magyar heart; war was declared, and, after much bloodshed, the battered crown was recovered by the Hungarian army and taken back in triumph to Buda, where it was locked up in a fortress and guarded night and day by two state dignitaries chosen from the Magyar nobility. The strife and tumult which for so many centuries surrounded the silver crown only increased its moral value and heightened its significance, finally winning the recognition of Hungarian nobles and requirements. The brave Magyar race stoutly refused to denationalize itself by incorporation with Austria, and at last the necessity of self-government for Hungary was admitted. Francis Joseph of Hapsburg was solemnly crowned king of Hungary as well as emperor of Austria, and accepted with the silver crown the double responsibility of the double monarchy."

DOGS ON MONEY.

The Canines of Different Nations Shown on Their Coins.

There is an important group of about forty coins containing outlines of dogs, which deserve careful study. The interest of some of them, says Chambers' Journal, is mainly mythical, as with Lupulus, the pound of Antenor presented to the Romans by the king of the Latins, which symbolized the river Tiberis. But there are enough to show how extensive were the operations of the dog fancier in early times. The coins afford no evidence of the development of a splendid breed, but of a mass of half-bred dogs, which were undoubtedly known in the annals of imperial Rome. But they prove conclusively what is shown, indeed, by the less artistic products of Egyptian photography—that the animals had four kinds of dogs—the wolf dog, the hound, the greyhound and the terrier. The Egyptians had their wolf hounds, the Apolons, of Ascalon, their greyhounds, the more rugged hunters of the Tuscans, for their fox dogs. The favorite dog of Artemis, Laelaris, as on coins of Patra and Argos, was a greyhound, while Aesculapius may have been half-bred terrier. But even if the coins may be trusted, had his sheep dogs, the Macedonian city of Mende its terriers, and Camus, just above the bay of Naples, a half-bred dog, the favorite of the ancient world were brought, its poodle, Paro, the pursuit of this line of inquiry would probably throw some useful light upon the direction of canine development.

BARGAIN.

For sale at \$100, 100 acres on the edge of Heppner. Town lots may be sold from it at once. Owner will give \$100 for the hay now growing on it. Apply Gazette office.

The news of both hemispheres—in The Weekly Oregonian.

Just About Time

for you to look into this matter of a SPRING SUIT. If you intend getting a SUIT TAILORED to your order, you can get a good selection from

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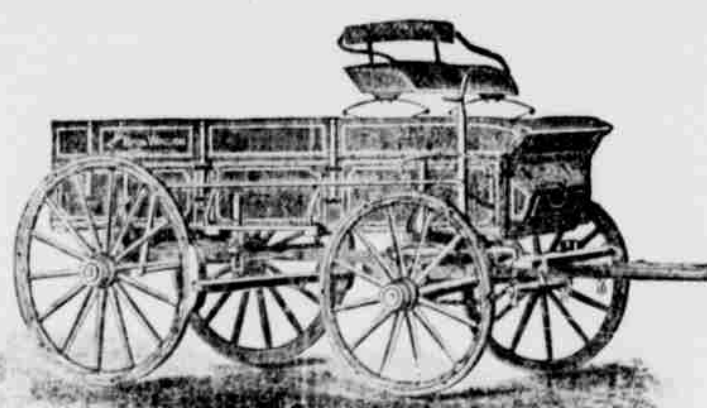
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DECORATED and PLAIN

Slocum Drug Co., Main St., Heppner

Simond's Cross Cut Saws Sewing Machines Sanitary Stills Boss Washers Hose and Sprinklers Lawn Mowers

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THE RAIN WAGON

Is one that everybody knows. It is one of the best on earth.

Gilliam & Bisbee

Have just received one of the largest stocks of Rain Wagons ever brought to Heppner.

Prices are Right.

Heavy and Shelf Hardware, Grandware, Tinware, Agricultural Implements, Wagons, Hooks, Etc., Paints and Oils (the best in the world), Crockery and Glassware.