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which added to our already complete office, makes it one of the best shops in Eastern Oregon. Do you need

LETTER HEADS BILL HEADS

or ENVELOPES. If you do now is the time and the Gazette is the place to have it done. Can supply you with anything in the

CATALOGUE OR POSTER LINE

In fact we are prepared to turn out any job from a small card to a full sheet poster, and you can have colored work if you prefer it. If you do not believe it, try us. Make a specialty of

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Perhaps you are in need of some legal or land blanks, which we always carry in stock. Send for catalogue. We have a complete line of both

LEGAL AND LAND BLANKS

Come in and examine our line of cards and wedding stationery.

THE GAZETTE HEPPNER, OREGON

Marcus A. Hanna left a fortune of between \$7,000,000 and \$8,000,000 in value, all in active profitable properties.

Leo Pinkus a musician who was injured in the Iroquois theater fire died February 15. He was the 576th victim.

After it was learned that the citizens of Corvallis had secretly arranged to turn the electric light

suddenly upon a seance of some traveling spiritualists, they left town and refused to hold a seance.

Only one failure of a private business firm is so far reported as a result of the Baltimore fire. It is W. C. Stewart & Sons, builders' hardware.

Abner McKinley, brother of the late president, lies dangerously ill at Johnstown, Pa.

THE MARINER'S GUIDE

The Most Valued Possession of the Sea Captain.

The Making of Chronometers a Refined Art That is Followed by but Few—Expensive Instruments.

New York, as the leading seaport of the country, is the center of an important industry on which depends in a large measure the safety of thousands of ocean travelers, says the Palladium Ledger. This is the manufacturing, and particularly the rating, of marine chronometers. Nearly every shipmaster, upon entering New York after an ocean voyage, obtains from the customhouse a permit to land his chronometer, so that it may be rated according to standard time. This rating may be likened to the daily comparison which the man with the fine watch makes with his jeweler's timepiece.

In the case of a chronometer the adjuster keeps a careful record of its variation, and this record goes with the clock when it is returned to the ship. The importance to a captain of knowing whether his chronometer is running fast or slow cannot be overestimated, for, although it may vary only five seconds a month, each second makes a difference of four miles in a ship's course, and a mistake of such a short distance, if not corrected, might result in a wreck and the loss of many lives. Knowing the exact variation of his chronometer, the captain is, therefore, able to make the necessary allowance for it when he ascertains the latitude and longitude of the vessel after taking his sight, or, in other words, after determining the angular position of the sun through the use of the sextant.

Many of the large ocean liners carry three chronometers, the ordinary vessel one and the deep-water ships sometimes two or three, but the life of an ocean timepiece, if well taken care of, is 100 years and more, and accordingly the maker has to meet no great demand. As a matter of fact, a chronometer really goes out of service only when it sinks with a vessel. A shipmaster, when about to abandon his command at sea, invariably thinks of four things that should be saved—his logbook, sextant, compass and chronometer. With these and a fair supply of provisions he feels a certain sense of security when he risks his life in an open boat. A derelict with a chronometer on board is indeed a rarity. And when one reads of a captain who has been unable to save his chronometer the story is indubitable proof that the summons to leave the vessel was so urgent as not to admit a moment's delay. Leave the ship's cat if you will, but save the chronometer, might well be taken as an ocean maxim.

Though carefully nursed, the chronometer meets with many adventures. It may go through fire, shipwreck and other perils of the sea, but rarely does the regular, distinct ticking ever stop forever. If a captain dies or his vessel is condemned it finds another owner or another berth and this it shifts about from ship to ship, changing hands continually and traveling at odd times all the seven seas.

The manufacturing of marine chronometers in this country is confined to four firms, three of which are located in New York, and probably the whole output for a year amounts to 250 or even fewer. As with other articles, the price of chronometers varies according to quality and workmanship. The cheapest cost about \$200 each, while the United States government, which naturally buys the best, pays sometimes as much as \$375.

The movements of chronometers are usually imported "blank" from England—that is, only the plates and wheels are brought over. The manufacturer here provides the balance, springs, pivots, jewels and other parts needed to complete the whole, together with the brass-bound box in which the clock is placed. Being set in gimbals within the box, the chronometer will remain in a horizontal position when the vessel rolls or pitches, and by this means the poise of the balance is not disturbed.

It takes about three months to manufacture a chronometer and another three months to adjust it, though makers declare that the timepiece should not be sent to sea for two years after completion, as the delicate mechanism must be tested in various ways to obtain a perfect regulation. This adjustment, as the regulation is called, is something that requires the utmost skill and really is the most important feature of the maker's art. Sudden changes of temperature, humidity and electric currents will affect the speed, balance and hair-spring, and therefore all the running parts must be so compensated and regulated that whatever contingency may arise there will still be the steadiness which allows no capricious variations. Old-fashioned chronometers were built to run eight days without winding, but these have been superseded by the 56-hour timepiece. Fifty years ago the chronometer was brought to its present state of perfection, and since that time, despite modern ingenuity, makers have found no reason to make any alteration in the principal parts of its mechanism.

LOCAL MARKETS.

Heppner Quotations on Staples Bought and Sold Here.

RETAIL GROCERY PRICES.

COFFEE—Mocha and Java, best 40c per pound; next grade, 35c per pound; package coffee, Lion and Arbuckle, 6 packages for \$1.

RICE—Best head rice 10c per pound; next grade 8 cents per pound.

SUGAR—Cane granulated, best \$6 25 per sack; do 14 pounds \$1.

SALT—Coarse \$1 per 100; 85c 50 pounds.

FLOUR—\$4 45@55 per barrel.

BACON—16@18c per pound.

HAMS—16@17c per pound.

COAL OIL—\$1 50@1 65 for 5 gallons; \$3 25 per case.

VEGETABLES.

POTATOES—1c per pound.

California sweet potatoes 4c per pound.

CABBAGE—2½c per pound.

ONIONS—2½c per pound.

FRUITS.

BANANAS—40c per dozen.

APPLES—3c per pound.

LEMONS—30c per dozen.

ORANGES—40c@50c per dozen.

LIVESTOCK AND POULTRY.

Prices paid by dealer to the producer. CHICKENS—\$3 50 per dozen.

BUTTER—Fancy creamery, 70c per roll; ranch, 60c per roll.

BEEF CATTLE, ETC.

COWS—\$2 50@3 per hundred.

STEERS—\$3@3 50 per hundred.

HOGS—Live, 5c; dressed, 6½c per pound.

VEAL—Dressed, 6c per pound.

SHEEP—\$1 50@2 50.

HAY AND FEED.

CHOPPED BARLEY—\$27 50 per ton

THE GREAT ROCK ISLAND ROUTE



Through personally conducted Tourist sleeping cars between Portland and Chicago once a week, and between Ogden and Chicago three times a week, via the

Scenic Line.

Through standard sleeping cars daily between Ogden and Chicago via the Scenic Line.

Through standard sleeping cars daily between Colorado Springs and St. Louis.

Through standard and tourist sleeping cars daily between San Francisco and Chicago via Los Angeles and El Paso.

Through standard sleeping cars and chair cars daily between St. Paul and Chicago.

Be sure to see that your ticket reads via the

Great Rock Island Route

The best and most reasonable dining car service. Midday lunch 50 cents. For rates, folders and descriptive literature write to

L. B. GORHAM, GEO. W. BAINTER
GENERAL AGENT. TRAV. PASS. AGT.
250 Alder St., Portland, Ore.

GROSHENS & ZOLLINGER

Have just opened a new saloon at the corner of Esau and May streets.

Finest Liquors and Cigars

Pendleton Beer on Draught

Hot and Cold Lunches

Heppner, Or.

Notice of Final Settlement.

Notice is hereby given that the undersigned administratrix of the estate of Joseph F. Oxley, deceased, will make final settlement of his accounts with said estate as such administratrix, at the March term of the County Court of Morrow County, Oregon, to be held at Heppner, in said County, on the 7th day of March, 1904 at 10 o'clock A. M. of said day.

MARGARET OXLEY, Administratrix.

Land Office Rush.

La Grande, Feb. 11.—Since the opening of the land office here, there has been one continuous chain of applicants for homestead filings, proofs and other land routine and the office force has been worked to fullest capacity.

Many homestead proofs have been held in abeyance since the close of the office, three months ago, and the applicants are now making the second trip here to complete title.

REALESTATEBARGAINS

Offered by Whiteis & Patterson, Real Estate Dealers.

MANY RARE OFFERS MADE

Watch This Space Each Week, as Many Ranches Will be Listed Here.

1120 acres, part good farm land, rest fine grazing land. One fine seven room house, three houses for tenants, good barn and out buildings, fine orchard, 700 acres government land fenced, nine miles from Hamilton. About 40 acres of good timber on land. \$7.00 per acre. Easy payment.

640 acres, good houses and barns, finely watered, 200 acres meadow land, timber on the land will more than half pay for it, adjacent to outside range, fine ranch for some one at a reasonable price. Five miles from Lone Rock.

200 acres 1½ miles from Lexington. A snap for a short time.

1120 acres 3½ miles from Lexington, fine wheat ranch, nearly all under cultivation, some improvements. Will be sold on reasonable terms.

640 acres 2 miles from Heppner, fine wheat ranch, plenty of good spring water, all under good 3 wire fence and cross fences. Will be sold at a bargain.

1240 acres, 800 acres plow land, 3 dwelling houses, large barn just completed, all of 300 acres can be irrigated, all under good 3 wire fence, adjacent to government range, fine stock ranch. Snap.

320 acres, wheat land, 260 acres under cultivation, all under good two wire fence. Price \$2000. This is a bargain.

We have a number of good houses and lots in Heppner for sale very cheap.

JUST STARTED...

Thos. Brennan, Practical Horseshoer

Entire Attention devoted to Horseshoeing. No other work.

Lower Main street next to Meadows' Livery Barn.

Before You Order

Tombstones, Marble or Granite Work

You will do well to see

Monterastelli Brothers

and get prices. They have a fine stock on hand.

MAIN STREET, HEPPNER, ORE.

Conover & Gray

General Drayage and Heavy Hauling

PROMPT SERVICE

Wood and Coal

We have purchased the wood and coal business from E. E. Beaman. Leave your orders for fuel.

Heppner, - - Oregon

Heppner Gazette
\$1 per year