

The Heppner Gazette

Issued Every Thursday Morning

OUR CLUBBING LIST.

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ON THE ATLANTIC.

Mr. Hynd Writes Interestingly of Life on the Ocean Wave.

Slowly the steamer backed away from her wharf, and pointing her head eastward steamed toward the sea through myriads of ferryboats and craft of all sizes and descriptions. Down past the skyscrapers on Lower Broadway, past the Statue of Liberty and Coney Island beach at full speed, till the Sandy Hook lightship was reached, when a stop was made long enough to allow the pilot to drop into a boat lowered from a pilot steamer to receive him. The signal for full speed ahead was given and soon we had our last glimpse of land. The "Philadelphia" of the American line sailing to Southampton, England, followed us closely for several hours, but before sundown she disappeared over the horizon in our wake.

After being assigned to our berths and relieved of our baggage we had time to look around and examine our new home. The "Campania" is one of the largest and fastest of the Cunard fleet, sailing regularly between Liverpool and New York. Her record across the Atlantic is 5 days, 9 hours, only two hours longer than the best time made. She is a vessel of 12,550 tons, 620 feet long, (about the distance from Slocum's drug store) 65 feet wide and 43 feet deep. She has twin propellers, driven by engines of 30,000 horse power, and has an average speed of 22 miles an hour. She consumes daily from 500 to 600 tons of coal, and the number of men employed in the engineers department alone, including firemen, number 198. Her full crew numbers 420, divided into three departments, seamen, engineers, and stewards with the captain in his uniform "monarch of all he surveys." The passengers on the trip numbered 1141, making 1661 on board, nearly 50 per cent more than the present population of Heppner, and it is remarkable that during the seven days we were on board there was no sign of friction or disorder in any department, everything moving along with the regularity of clock work. A very close line is drawn between the cabin and steerage passengers, none of the latter being allowed on the upper deck. It was rather amusing to see the small boys from the steerage work their way to the upper deck during the first day. Soon the "master-at arms" would spot them as "strays" and with a heavy hand on their coat collar and a heavy shoe under their coat tails, they hastened to the lower deck. Only by strict observance of the ship's rules could order be maintained in so large a company, confined in so limited a space.

The passengers were divided into three departments, the first cabin, second cabin and steerage, numbering 247, 248 and 647 respectively. The cost of first cabin ticket is from \$85 to \$150 according to accommodations provided, of second \$50, and steerage \$30. At present there are cut rates in steerage tick-

ets, and rate war between rival companies, and round trip tickets are sold at \$25. Owing to the low steerage rate many were in that department who would otherwise have traveled in the second cabin, they preferring to sacrifice their comfort on the way across for the \$75 saved.

We had a berth in the second cabin, a small room about 9 feet by ten feet, in which were four narrow beds, two, one above the other on each side, and a small closet for clothes, grips, etc., at the end of each tier of beds. This left only a narrow hallway between the beds not over four feet wide at one end was the door, at the other a very neat wash stand, mirror, etc. This berth was occupied by Mr. Lindsay, Mr. Murphy, an Irish man from Denver, Mr. Jacobson, a Swede, from Philadelphia, and myself, along the way to visit our native lands, and we had a very pleasant time together. The berths are seldom occupied except at night, a large and comfortable smoking room for the men, and an elegant sitting room for the ladies being provided on the upper deck with suitable attendants for each. Bath rooms are nicely upholstered, and kept as clean as a new pin. A lovely piano with numerous music books, magazines, writing paper, a library, etc., are provided for the ladies' entertainment, while in the mens resort is a bar room where all the popular drinks are served, checkers, chess, cards, etc. Quite a contrast between the forms of entertainment. During the summer months most of the time is passed on deck where the comfortable deck chairs are set around under the awning, reminding one of a beer garden without the beer or tables for no drinks are served outside of the smoking or dining rooms.

Among the passengers nearly every northern state was represented as well as Mexico, New Zealand, Australia, and the British Isles. The Irish predominated, many returning to their native isle for a visit, many to spend the remainder of their days. It is wonderful how quickly acquaintances are formed, how soon "birds of a feather flock together." We had the usual specimen—this time from Frisco—who knows it all, and who before the trip was over had made himself obnoxious to every one; the honey moon couple who should have seen themselves as others saw them; the small boy who was having the time of his life, and the good all round fellow—male and female—who was out for a good time and had a good word for every one. We had splendid weather all the way across, good happy company and certainly as pleasant a trip as one could wish.

The first cabin passengers were more exclusive, spending most of their time in their elegant sitting rooms, and seldom mixing with the second cabin crowd. One section of the upper deck is reserved for them, and their apartments are luxuriantly fitted up. Their fare being about double, they are entitled to better service, but the accommodations in the Cunard line for second cabin passengers are all that one could wish for, and are equal to the first cabin accommodations in many steamers crossing the Atlantic.

The steerage through which we took a trip daily is of rather a low order, and during rough weather must be decidedly filthy. While the weather was fine there were many sick women and children during the first day out and the surroundings were anything but pleasant. At nine o'clock each evening when the bugle sounded all the women and children in this department were required to go below to their berths. The food and sleeping accommodations are also poor, and even in fine weather did not look inviting.

The dining room in our department accommodated 144 at a sitting, 12 tables with 12 chairs each. The chairs were

numbered and each passenger given a ticket with the number of his chair, either for the first or second sitting, 30 minutes, no one but the holder of the ticket was served, and if one didn't appear on time he had to trust to the generosity of the steward for a hand-out. These stewards, one for each table, were very attentive especially if half a dollar had been slipped into their hand during the first meal. Breakfast was served at 7:30 and 8. Dinner at 12 and 12:30. Tea at 5 and 5:30 and supper at 8 and 8:30. A splendid table was set at each meal and owing to the fine weather very few chairs were vacant. Some trips across only a few chairs are occupied during the first half of the voyage, quite a saving to the company.

On Sunday, the day after we left New York, services were held in the first cabin and a large congregation was present. The Episcopal service was read by the purser, and it seemed very impressive when the choir composed of stewards, and joined by the congregation sang that portion of the old missionary hymn.

"Waft, waft, ye winds his story,
And you, ye waters roll,
Till like a sea of glory
It spreads from pole to pole."

While we were being rocked on the bosom of the broad Atlantic, a collection was taken up for the benefit of the Seamen's Charities in Liverpool and New York and the amount turned over to the purser was about \$50.

(To be continued.)

Found 50000 Old Pennies.

An old nail keg was recently unearthed in one of our Western cities by workmen engaged in tearing down an old building. Upon opening it they became very much elated, as it was full of pennies, but their joy was soon turned to disappointment, for on closer examination they were found to be commercial pennies, used during the war, and of no value whatever now. The above has also been the experience of sickly men and women who were deceived into trying various remedies to restore them to health, but because they contained no merit were sadly disappointed. Not so, however, with those who selected Hostetter's Stomach Bitters to cure them of belching, heartburn, indigestion, dyspepsia or malaria, fever and ague, for today they enjoy perfect health. A trial will convince you too.

Couldn't Sleep Without It.

A story is told on Judge Parker, Democratic candidate for President, that accounts for his swimming qualities. When a very young man he went to see his girl, and stayed quite late. While there a small stream between his home and the home of his sweetheart had risen from the heavy rain, and his sweetheart feared that he would be drowned if he attempted to go home that night. She asked the young man to remain over night, to which he consented. The girl went upstairs to fix a bed for him, and while she was doing this Alton hurried home and soon returned with his nightgown.

Suicide Prevented.

The startling announcement that a preventive of suicide had been discovered will interest many. A run down system or despondency invariably precede suicide, and something has been found that will prevent that condition which makes suicide likely. At the first thought of self destruction take Electric Bitters. It being a great tonic and nerve will strengthen the nerves and build up the system. It's also a great stomach, liver and kidney regulator. Only 50c. Satisfaction guaranteed by Slocum Drug Co.

Stray Notice.

Came to my ranch, about twelve miles east of Heppner on Batter creek road, one bright bay gelding, weight about 950 pounds, 6 or 7 years old branded C on left thigh, star on forehead and light saddle marks. Owner will come and prove property and take him away. HENRY JONES, 99 102 Heppner, Or.

JAPAN MISTRESS OF SEAS.

Two Great Sea Fights of Historical Magnitude.

The fast and furious stage of the war in the Orient has arrived. The past two weeks have been marked with tremendous destruction of life and property. All reports from Tokio and St. Petersburg show that the smashing sea fight from which Admiral Togo emerged a victor was the worst disaster yet sustained by Russia in the war. Even more certain it is that the naval engagement outside of Port Arthur on August 10th was one of the greatest the world has ever known. Pounding with the guns of his great fleet for eight hours against six Russian battleships, four cruisers and a dozen destroyers, and following it up with an attack by torpedo boat destroyers Togo dealt a defeat to the Russians that was almost annihilation. Some of the czar's warships will never fight again. At least one of the warships is out of action forever. Five are crippled. Two of the cruisers are out of action. The once great fleet is torn and scattered, and Port Arthur is virtually left defenseless from harbor attack. This is the awful price the Russian general staff admits was paid for the dash from Port Arthur. Nearly a score of other naval officers, mostly on the Czarevitch and Retzivan, were slain. Hundreds of seamen were lost. Five battleships were badly damaged. The Czarevitch was permanently disabled. Two cruisers are in unseaworthy fix. Two destroyers are stranded on the rocks. The fleet is scattered and crippled. The killing of Rear Admiral Withoef, who was in command of the Russian naval forces at Port Arthur, occurred during the engagement. "We got the range exactly," says Commander Ogura, "and almost all our shells told, while those of the enemy fell around us. Shells fell thick and fast until the sea was fairly boiling. Vice Admiral Togo remained on the bridge of the Mikasa throughout the battle."

The officer says that three 12 inch shells struck the Czarevitch within 15 minutes, doing terrible damage and causing the vessel to tremble and to travel rapidly in circles for 10 minutes until temporary repairs had been made. The first shell killed Rear Admiral Withoef and several other officers. The second struck the conning tower and killed everybody in its vicinity, while the third burst against the foremast. During the night Japanese torpedo boats attacked the Czarevitch no fewer than five times.

"We saw the torpedoes fired," said the officer. They passed very close to us, but none struck us. All our ships received serious damage and a fierce fire broke out on the Peresviet. The engines and guns worked splendidly and there was no leakage. The Krupp 9-inch armor plate resisted the projectiles excellently and the 12-inch shells recoiled from it. Our sailors cheerfully faced the storm of red hot iron."

The Vladivostok Squadron.

The second great naval battle occur-

red in the Korean strait. This time the Vladivostok squadron was put out of business, making Japan mistress of the seas. The surviving sailors of the Russian cruiser Rurik, who were landed at Sasebo, the Japanese naval base, have thrilling stories to tell of Sunday's sea fight in the Korean strait.

The three cruisers of the Vladivostok squadron, the Rurik, Rossia and Gromoboi, steamed out of port on Saturday with the intention of effecting a junction with the Port Arthur squadron. "We had reached the latitude of Fusan on Sunday morning," said a lieutenant, who is among the survivors, "when we saw four Japanese cruisers off the Korean coast, evidently patrolling the channel. Signals were displayed from our flagship, in response to which our squadron turned and steamed north at full speed.

"Immediately the Japanese cruisers pointed northwest evidently with the intention of heading us off. The reason for our retreat was that the presence of the Japanese fleet showed us that the sortie from Port Arthur had failed.

"For some reason the Rurik made steam slowly, and when the Japanese cruisers began firing, which was a little after 5 o'clock in the morning, our boat was the target for the four guns of all the pursuers.

"They got our range and then the shells bid fair to blow us out of the water. I don't know how many times we were hit, but so terrible and accurate was the Japanese fire that I only wonder there was a man of us left.

"Soon the Rossia and the Gromoboi showed the effects of the enemy's fire. They were hit a number of times. Flames started from the Rossia and we signalled: 'Goodbye, save yourselves.' At this time the enemy was heading in so dangerously that the Rossia and Gromoboi steamed away and we got safely back to port. We were setting badly and were making preparations to leave the vessel when the Japanese cruisers steamed out from behind the island of Tsushima and attacked us. We returned their fire as bravely as possible, but in a few minutes we had not a gun left. The two new cruisers showered shell after shell into us. We settled more and more, so a last command was given to stand to quarters, and then her bow went up and the Rurik went down.

"There were 775 of us when we left Vladivostok and the enemy saved about 600. Their conduct was most kind. They claimed that their cruisers were not injured, but I do not believe that possible. Anyhow there are 600 of us here that won't fight for the czar again for some time.

End of Bitter Fight.

"Two physicians had a long and stubborn fight with an abscess on my right lung," writes J. E. Hughes, of DuPont, Ga., "and gave me up. Everybody thought my time had come. As a last resort I tried Dr. King's New Discovery for Consumption. The benefit I received was striking and I was on my feet in a few days. Now I've entirely regained my health." It conquers all coughs, colds, and throat and lung troubles. Guaranteed by Slocum Drug Co. Price 50c and \$1. Trial bottles free.

In the United States the sparrow has six broods a year; in Britain seldom more than three.

Puts an End to It All.

A grievous wail oftentimes comes as a result of unbearable pain from over-taxed organs. Dizziness, backache, liver complaint and constipation. But thanks to Dr. King's New Life Pills they put an end to it all. They are gentle, but thorough. Try them. Only 25c. Guaranteed by Slocum Drug Co.

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