

The Heppner Gazette.

Issued Every Thursday Morning

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ON THE ATLANTIC.

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

(Continued from last week.)

On Monday morning the Cunard Daily Bulletin came out and was eagerly bought by the passengers at 5c per copy. While part of it is patent out side one page is devoted to the latest news of the world as received by the Marconi system of wireless telegraphy. The latest dispatch in the Monday paper was received at 10:30 p. m. Sunday when the ship was 719 miles from New York. The Bulletin was published every morning while we were at sea, receiving the dispatches during the first half of the trip from Cape Breton, Canada. In the issue of Wednesday, July 20th, news was received from both continents. This paragraph appeared: "During the night while the cables were busy sending messages under the 'Campania's' keel, we were engaged receiving news by 'wireless' through space direct from the land on both sides of the Atlantic." They also reported being in communication during the night with the 'Lucania' a sister ship on her way from Liverpool to New York. We learned that by the Marconi system messages could be sent from the land stations for 1700 miles quite distinctly, owing to their elevation above the level of the sea, but steamers could only send with success about 200 miles. They can, however, receive messages within the 1700 miles radius if the dispatch is high enough to overcome the curve on the surface of the ocean. Thus a steamer is in constant communication with either continent as far as receiving goes, but she can only send to land or to other steamers when within a radius of 200 miles. The wireless system is in its infancy and no one can foretell its future.

On Monday one of the saddest events that can occur on an ocean voyage was witnessed—the burial of a little child who died on the previous day. Its little body was wrapped in canvas, and with a heavy shot at its feet to carry it downward was quietly slipped overboard. To bury a little one is sad, to see it consigned to the deep, "till the sea shall give up its dead," must have been heart breaking to the poor mother. Very few on our deck were aware of the funeral service, it being conducted from the steerage deck below.

One afternoon a very amusing court of justice was held with a police judge from Chicago on the bench. A prosecuting attorney and attorneys to represent the defendants were present, and several young ladies were appointed constables to bring forth the victims. A desk for the judge, and chairs for the attorneys were arranged on deck, and with appropriate mottoes hung on the deck home which formed the background, the court was ready for business. Three of the mottoes read: "Ladies in bare feet not admitted to the

court room." "Don't throw chews at the Judge." "Weddings, divorces, lynchings and all kinds of drunks at the bar." Of course no victim could resist the winning smiles of the constables when placed under arrest, and willingly they were conducted to the bar of justice. All manner of charges were made. One Irishman was fined \$1 for drinking "Scotch high balls," and representing himself to be a Scotchman; an old fellow was fined 75c for making love to a fine looking widow, when in fact he had never spoken to her. It cost our honey moon couple 25c each for being too loving in public, and another couple paid 50c for sitting in their deck chairs after lights were put out with a blanket over their heads. The prosecuting attorney brought in a charge that both were occupying the same chair, but the Judge declared that the witnesses for the prosecution had been bribed, and gave the victims the minimum fine for the offense. Something over \$30 was collected and turned over to the purser for the benefit of the Seamen's Orphan Homes in Liverpool and New York.

On several evenings an Irish railroad conductor from Minnesota gathered the musical talent in the steerage together on the main hatch, the only part of the lower deck visible from the upper, and we had splendid concerts. One little girl, about 10 years of age, proved herself to be the best entertainer and every evening gave us several songs, generally ending with "Meet me in St. Louis." Many a dime was thrown her way. These she quietly gathered up and slipped into her shoes. The honorable chairman of these gatherings, the Irish conductor, disgraced himself just before reaching Queenstown by getting so drunk that he had to be helped on board the tender. Perhaps the sight of Old Ireland proved too much for him.

On Thursday evening a concert was held on the upper deck at which an admission of 6 pence was charged and a collection taken up. The entire proceeds amounting to over \$300 was turned over to the purser for the benefit of Sailor's Orphan Homes in Liverpool and New York. On the large Cunard boats between \$300 and \$400 is collected each trip for the benefit of above institutions, the amounts being derived from entertainments, etc., gotten up by the passengers.

On Friday about 9 o'clock we sighted the Irish coast and until we steamed into Queenstown harbor about 2 p. m., every point of interest was inspected and discussed by the passengers. Just before we sighted land a vast flock of sea gulls appeared and screaming us a welcome floated along on the air regardless of the speed at which we were traveling and the strong wind against which they were flying. Occasionally they would alight to pick up some food that had been thrown overboard, then with a few strokes of their large wings would overtake us and float along as before.

It was here that the speed of the "Campania" was most noticeable. When crossing the ocean we passed many steamers, but here with the rocks, light houses and light ships stationary we passed them with the speed of the flyer on the Heppner branch.

At the entrance to Queenstown harbor we were met with two tenders and to them were conveyed the Irish mails, enough to fill an ordinary box car, many Irish passengers and their baggage. Sixty-three went ashore from our department and a jolly lot they were. As the last passenger crossed the gang plank between the ships, the engines started, one steamer heading for the Irish channel, and the tender with flags flying and handkerchiefs waving steamed into Queenstown, the landing port for all Irish mails and many passengers from Liverpool and New York steamers.

Many teamers and fishing boats were seen as we steamed up the channel, and as darkness gathered in we ran into a heavy bank of fog. At times the engines were running only one-fourth speed. A strong search light was placed on the bow to pierce the darkness, and the foghorn blown every few seconds. Multiply the melodious sound of a whistle on a Columbia river boat by one hundred, and you would produce something like the music of the "Campania's" foghorn. It is not to be recommended for cases of insomnia.

About 4 o'clock on Saturday morning we were made fast to the wharf at Liverpool, but not until 8 o'clock were we allowed to go ashore as the customs officers do not go on duty until that hour. While England is a "free trade" country a heavy duty is imposed on all tobaccos, liquors, and perfumes, and all baggage is examined for these articles. The examination is light compared to that undergone by passengers entering New York, many of the grips never being opened. In less than an hour we landed at the Exchange station and at 9:30 boarded the train for Scotland, reaching our homes at 9 o'clock in the evening.

We will continue our experiences in another letter, in the mean time will say that during the ten days we have been at home enjoyed ourselves most thoroughly. R. F. HYND.
Scotland, August 3, 1904.

Wants 20,000 Sheep.

F. M. Lacey for nearly two years a resident of Canyon City, returned last Sunday from Chicago, where he has been shipping mutton sheep for a year past. Mr. Lacey stated to a News representative that the people of Oregon had but little idea of the immensity of the Chicago strike or the amount of money tied up as a result of the strike.

Mr. Lacey's visit to Grant county at this time is for the purpose of buying 20,000 head of sheep. He already has 30,000 listed in the county but is unable to pay the prices asked. "I am offering \$1 50 for yearling weathers and \$2 00 for 2-year-olds, for October delivery," stated Mr. Lacey, "but the sheepmen seem inclined to hold on for higher figures. As the market is on the decline, Mr. Lacey considers that he is taking considerable chance even at these figures.—Grant County News.

How's This?

We offer one hundred dollars reward for any case of catarrh that cannot be cured by Hall's Catarrh Cure.

J. F. CHENEY & CO., Toledo, O.
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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all druggists. Take Hall's Family Kidney Pills for constipation.

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If you are going East, a careful selection of your route is essential to the enjoyment of your trip. If it is a business trip, time is the main consideration; if a pleasure trip, scenery and the conveniences and comforts of a modern railroad. Why not combine all by using the ILLINOIS CENTRAL, the up-to-date road, running two trains daily from St. Paul and Minneapolis, and from Omaha to Chicago. Free Reclining chair cars, the famous Buffet Library smoking cars, all trains vestibuled in short, thoroughly modern through-out. All tickets reading via the Illinois Central will be honored on these trains and no extra fare charged.

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BIG CONTRACT LET.

Arlington-Condor Railroad to be Built Soon.

The Pacific Coast Construction Company, of Portland, has been awarded the contract for building the Condor-Arlington branch of the O. R. & N., which is to tap the great wheat and cattle country of Gilliam county.

The road to be constructed will be 46 miles in length and the work to be done by the contractors will be varied, as the contract provides for bridges, culverts, cuts and fills.

Work on the road will be commenced at once and the contract stipulates that all of the bridge and track work shall be finished by December 31. The track will be constructed in a modern manner and as substantially as possible. Owing to the lightness of the soil and the heavy and sudden rains common to that part of the country a great deal of rock work will be put in along the low places where there might be danger to trains.

The bridges also will be constructed with a view to withstanding the sudden raises in the water of the streams of the section and ample protection will be given the piers from the brushwood or drift that might be washed down from the mountains.

The culverts and all openings under the track through which small or occasional streams will run, will be faced with masonry and so protected that there will be no need of continual repairs after each storm of the winter.

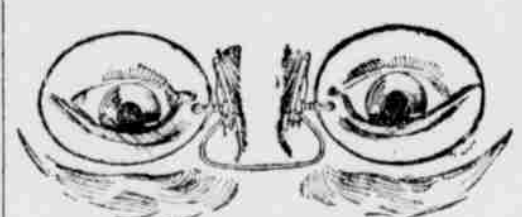
The road is the one which General Manager E. E. Calvin, of the O. R. & N., and the Southern Pacific decided to build during his recent trip through Gilliam county and over the line of the proposed track. To it will be tributary the great wheat belt of Gilliam county and the stock district of the interior. For years much wheat has been raised along the line of the new road from Arlington to Condor, but owing to the lack of transportation it has been impossible to get more than a small portion of the produce to the market. The residents of the district have been forced to feed the greater portion part of their crops and drive the cattle or sheep to Arlington in order to ship them to the Portland markets, losing by the process both time and money. The advent of the road will be a great advantage to the people and will do much to bring the district before the country as a desirable place for investment and location.

Fearful Odds Against Him.

Bedridden, alone and destitute. Such in brief was the condition of an old soldier by name J. J. Havens, Versailles, O. For years he was troubled with kidney disease and neither doctors nor medicines gave him relief. At length he tried Electric Bitters. It put him on his feet in short order and now he testifies: "I'm on the road to complete recovery." Best on earth for kidney and liver troubles, and all forms of stomach and bowel complaints. Only 50c. Guaranteed by Slocum's drug store.

Portland is to have an open air sanitarium.

EYES TESTED



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LOCAL OPTION.

Measure is Being Attacked in Portland by its Opponents.

Will the Local Option Law be upheld by the courts or will it be declared null and void.

This is the question that the courts of Oregon will soon be called upon to decide. Whether the courts will uphold the law as a constitutional measure or not occupies the minds of a great many people in Oregon at the present time, and upon the decision of the courts in this matter depend a great many interests.

The Liquor Dealers Association is attempting to break the constitutionality of the act and will fight the matter to a close, and if possible will have it declared of no force. The ground on which they base their plea is given as follows:

"Because it was not submitted to the Governor for his approval, was not signed by him, nor returned with his objections, nor filed by him in the office of the Secretary of State; that the law was not legally submitted to the electors, because the petition for its submission was not signed by 8 per cent of the voters; that it confers an unlawful delegation of legislative authority to the County Court; that the title does not give notice that it is unlawful to sell liquors; that the initiative and referendum act is contrary to the constitution of the United States, wherein a republican form of government is guaranteed; that it unlawfully prohibits the sale of liquor on the prescription of a physician not engaged in practice; that it is contrary to section 21 of Art. 1 of the constitution; that it unlawfully attempts to delegate the prohibition question to precincts, and that it provides for illegal search warrants and rules of evidence."

The Local Option Law is declared to be void for the above reasons which are set forth in a complaint which was filed Friday in the State Circuit Court at Portland, by Henry Weinhard, the well known brewer, against County Clerk Frank S. Fields, and Judge L. R. Webster, W. L. Lightner and Frank C. Barnes, comprising the board of County Commissioners.

A decree is prayed for adjudging, determining and decreeing the local option law to be unconstitutional, invalid and void, and enjoining the County Commissioners from ordering an election to be held on November 8, 1904, to determine whether the sale of intoxicating liquors shall be prohibited in this county. An injunction is asked for restraining County Clerk F. S. Fields from taking any steps or proceedings looking towards the holding of such election and enjoining them and each of them from spending the moneys of Multnomah county for such purpose. A preliminary restraining order is asked and was issued by Judge George, and was made returnable September 7.

After a final hearing of the case the injunction is asked to be made perpetual.

A like petition has already been filed in Marion county for the purpose of submitting the same question to the voters of Stayton and Sublimity precincts and it is said that other precincts in the county have arranged to petition for the submission of the question to the voters at the November election.

Bucklen's Arnica Salve

Has world-wide fame for marvelous cures. It surpasses any other salve, lotion, ointment or balm for cuts, corns, burns, boils, sores, felons, ulcers, tetter, salt rheum, fever sores, chapped hands, skin eruptions; infallible for piles. One guaranteed. Only 25c at Slocum's drug store.

Regardless of the strike it is reported that several large outfits of Eastern Montana will begin to ship cattle to Chicago.

Ayer's Pills
Vegetable, liver pills. That is what they are. They cure constipation, biliousness, sick-headache.
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