

# Heppner



# Gazette.

VOL. 24.

HEPPNER, OREGON, THURSDAY, JUNE 8, 1905.

NO. 1159

**PROFESSIONAL CARDS.**

**Redfield & VanVactor,**  
ATTORNEYS AT LAW.

Office on west end of May Street  
Heppner, Oregon.

**C. E. WOODSON,**  
ATTORNEY-AT-LAW

Office in Palace Hotel Heppner, Oregon

**Phelps & Notson**  
ATTORNEYS AT LAW.

Office in Odd Fellows Bldg Heppner, Oregon.

**W. P. MYERS,**  
LAND ATTORNEY.

Have made a specialty of land contests and contest defences before U. S. Land Office and Department of the Interior for ten years.

IONE, - - OREGON.

**W. L. SMITH,**  
ABSTRACTER.

Only complete set of abstract books in Morrow county.

HEPPNER, - OREGON

**HIGGS & WINNARD**  
PHYSICIANS & SURGEONS.

Special attention given to diseases of the eye, ear, nose and throat.

OFFICE: The Fair Building.

HEPPNER, - OREGON.

**Frank B. Kistner,**  
PHYSICIAN AND SURGEON.

Office in Patterson & Son's drugstore  
Residence in Morrow building over  
Patterson & Son's Drugstore.

**E. R. Huniack**  
PHYSICIAN AND SURGEON

Office with Heppner Drug Co. Residence  
Main street, next door to Times  
office.

**DR. METZLER,**  
DENTIST

Located in Odd Fellows building.  
Rooms 5 and 6

**DR. M. A. LEACH**  
DENTIST

Permanently located in Heppner. Office  
in the new Fair building. Gas administered.

## The Pastime

High Grade Cigars  
and Tobaccos.

Wholesale and Retail

SOLE AGENCY

Hazelwood Ice Cream

TRY OUR

Fresh  
CHOCOLATES

Fine Candies, Nuts  
and Fruits.

E. C. Ashbaugh Prop.

The Heppner Gazette—the news of Morrow County; The Weekly Oregonian—the news and thought of the world. Both at a special price. Inquire or address The Gazette, Heppner, Or.

**AIM VERY DEADLY.**

**Japanese Gunners Tear Holes in Russian Vessels.**

Vladivostok, June 4.—From the accounts of participants in the battle of the Sea of Japan as given here can be constructed a picture of the first day of the fight on the morning of May 27:

When the Russian fleet found itself 120 miles south of Tsu Island, it was headed for the straits in three columns, the battleships and five cruisers on the left, the light cruisers on the right, and the transports and torpedo-boats between. The weather was foggy and the view, therefore, difficult.

At 8 o'clock in the morning the Russian fleet was discovered by the Japanese cruiser Izumuro, which blundered upon it in the fog and narrowly escaped capture.

At 10:30 o'clock four Japanese cruisers, the Chitose, Kasuga, Tsushima and Nitaka, were discovered to the northeast of the fleet and were fired on by the battleships. The Japanese cruisers disappeared and the Russian fleet proceeded through the straits.

Suddenly, at 11:30 o'clock in the afternoon, a gaunt silhouette of Japanese vessels, their greenish-blue paint making them scarcely visible in the fog, loomed up to the westward of the Russian vessels. The Japanese consisted of four battleships and the armored cruisers Tokiwa, Nisshin, Kasuga Iwate and Isumo. They immediately opened a heavy fire which was especially directed against the flagships of the various squadrons of the Russian fleet.

Admiral Rojestvensky signaled to the torpedo-boats to place themselves on the right of the squadron of light cruisers, so as to increase their distance from the fighting portion of the fleet, which was now hotly engaged and suffering under the well-aimed fire of the Japanese.

Owing to the precision of the Japanese and the concentration of their fire on the flagships, within an hour and a half the Kuznetsov and the Oslavia were reduced to wrecks and soon sank. Almost at the same time as the opening of the engagement between the battleship divisions a column of light Japanese cruisers appeared from the eastward and fell upon the retiring Russian transports and the light cruisers.

The cruisers Vladimir, Monomach and Dmitri Donskoi were detached from the left column and sent to their aid. They were repulsed by the Japanese cruisers, but not before the Ural had been brought to a sinking condition.

The battle continued until 5 o'clock without any further noticeable change in the situation. Soon thereafter the battleship Alexander III began to list badly and dropped out of the line, but was quickly repaired, resuming her place and re-opening fire. The battleship Borodino was then heading the line. The Japanese, noticing the condition of the Alexander III, concentrated their fire upon her and she dropped out of the line, this time finally, and disappeared.

Such a heavy fire from the Japanese 12-inch guns was then directed against the Borodino that she was disabled and sank. This was at 7:30 o'clock in the evening.

The battleship Sissoi Veliky was now ablaze, but was firing every available gun. At this hour the onslaught of torpedo boats from the coast of Japan and the closing in of the battleships from the left broke up the Russian fleet, all of which except four battleships and the converted cruiser Ural, had been

holding together.

During the night the Japanese torpedo attacks continued, the result of which was not known here until the report of the commander of the cruiser Izumrud was received from Vladivostok Bay.

During the battle a mass of Japanese junks is said to have obstructed movements of the Russian fleet. The Russian officers assert that these junks scattered mines in the paths of their vessels.

The bodies of Lieutenant Machlis, of the cruiser Almaz, and other officers and sailors brought here by the Almaz, and the torpedo-boat destroyers were buried here today.

Captain Reiff, of the destroyer Grozeny, describing the capture of Admiral Rojestvensky, said that his vessel in company with the destroyer Bedovi, on which Admiral Rojestvensky escaped, were steaming northward when they encountered two Japanese destroyers. The Bedovi signaled the Grozeny: "How many knots can you make?" and on receiving the reply, "23" ordered full speed for Vladivostok.

The Grozeny, instead of obeying the signal engaged one of the Japanese destroyers, but the Bedovi raised the white flag and the red cross flag. While doing battle with her opponent the Grozeny was unable to go to the aid of her consort, which was taken in tow by the Japanese destroyer. The Grozeny succeeded in shaking off her opponent and later encountered another Japanese destroyer, which she sank in a running fight.

**PORTAGE ROAD OPENED.**

**Crowds Cheer at Opening of Inland Empire.**

Celilo, Or., June 3.—Amid the lusty cheers of a vast and enthusiastic throng, and just as the hands of the clock stood at 12:30 today, George E. Chamberlain, Governor of Oregon, struck the last spike at Celilo, which completes The Dalles-Celilo Portage Railroad, opens up to the commerce of the world the vast Inland Empire and realizes the dream of a quarter of a century.

It was a happy and auspicious function, and the deed was done under the eyes and amid the applause of three states whose interests are affected in the climax of the great undertaking.

The spike sank into the now historic tie at the hands of the Governors of three states—George E. Chamberlain, of Oregon, Albert E. Mead, of Washington, and Frank R. Gooding, of Idaho. It was an impressive moment when the word was given for the climax, and all was in readiness. First to wield the sledge was Governor Chamberlain, next was Governor Mead, then Governor Gooding, then Senator Heyburn, of Idaho; Joseph N. Teal, of Portland; W. D. Wheelwright, of Portland; Senator Clark, of Wyoming, and Judge Mariner, of Bialock, took the hammer and helped to make the future commercial history of the Northwest.

It was an enthusiastic throng that witnessed this realization of the hopes of years. No less than 1000 stood before the flag-draped platform and cheered the utterances of the speakers which voiced the celebration of an event for which so many years of strenuous effort have labored.

**STORY OF OREGON.**

**Governor Chamberlain Spoke of State's Resources.**

Governor Chamberlain in his address:

at the opening of the Lewis and Clark fair made use of the following statistics of the state of Oregon. The governor said in part:

Leaving the distinguished representatives of the several states which have been mentioned to speak for their own particular sections, let us consider for a moment the progress which Oregon has made and its present condition and possibilities.

At the beginning of the present year the population of Oregon had reached 600,000, or about six persons to every square mile of territory. A wonderful increase, indeed, under the circumstances of its separation from the rest of the world, but small as compared with the older states of the Union. If Oregon were as thickly settled as Massachusetts it would have a population of 40,000,000.

Nor would it be difficult for the state to support such a population, and it is safe to predict, judging the future by the past, that when once the country to the westward of the Cascade mountains and that which is situated between the Cascade mountains and the eastern boundary line of the state has been opened up by the construction of trunk and branch line railways, there will be a tide of immigration set in unequalled in the annals of history.

The vast mountain ranges which parallel the coast line are covered from base to peak with majestic forests of fir, larch, spruce, pine and cedar, more extensive than can be boasted of by any other state in the Union, whilst only to be developed are mines of gold, silver, copper, iron and coal exceeding in value the wealth of "Ormus or of Ind."

Nestling at the base of the coast range on the west and kissed by the waves of the Pacific are to be seen beautiful tracts of land occupied in part by numerous settlers, and in part still open to the homeseeker, where dairying and farming are engaged in, and will be engaged in more extensively as the country becomes more thickly settled. To the eastward from this range of mountains and lying between it and the Cascade range on the east is the older settlement of the beautiful Willamette, Rogue river and Umpqua valleys, rich beyond measure and bearing in abundance cereals, fruits and every variety of flora and fauna. The climate of these

two sections is not unlike, without extremes of heat or cold, and the time is not far distant when the tourist will seek an asylum here from the rigor and heat of both the extreme northern and southern sections of the country.

Farther to the east is the beautiful valley of Hood River, and still farther east lie the higher table lands of eastern Oregon, thousands of acres of which are susceptible of the highest stage of cultivation, and many thousand acres more are being converted into lovely homes and farms by immense projects for irrigation on the part of the United States. The soil of this section is even richer than that in the western part of the state, and the climate, though slightly severer is nevertheless milder and more inviting than is that of those states farther toward the east.

No better idea can be formed of the wealth of the state than by a statement of the amount and value of a few of its products for the year 1904.

It raised in wheat and flour 12,950,000 bushels, valued at \$18,806,000.

Its timber output was 1,465,100,000 feet, valued at \$12,650,000.

Its hop yield was 16,000,000 pounds, valued at \$4,000,000.

Its fruit output, consisting of apples, prunes, pears, peaches, cherries, grapes, strawberries and small fruits was worth \$2,413,500.

Its livestock was valued at \$24,920,000.

Its mining product was \$10,000,000.

Its wool and mohair was valued at \$3,000,000.

Its dairying produce was \$7,052,870.

Its fishing industry produced \$3,365,641.

**Saved by Dynamite.**

Sometimes a flaming city is saved by dynamiting a spike that the fire can't cross. Sometimes a cough hangs on so long, you feel as if nothing but dynamite would cure it. Z. T. Gray, of Calhoun, Ga., writes: "My wife had a very aggravated cough, which kept her awake nights. Two physicians could not help her; so she took Dr. King's New Discovery for Consumption, Coughs and Colds, which eased her cough, gave her sleep, and finally cured her." Strictly scientific cure for bronchitis and La Grippe. At Sloan Drug Co.'s drug store, price 50c and \$1.00; guaranteed, Trial bottle free.

S. E. CARR, Pres. B. F. CULP, Vice Pres. W. S. WHARTON, Cashier

**BANK OF HEPPNER** Bank of Heppner **BANK OF HEPPNER**

Capital Stock \$40,000 Fully Paid

**LOANS MADE AT EIGHT PER CENT PER ANNUM**

Organized under the laws of the state of Oregon  
\$25,000 daylight burglar insurance carried  
Member of the American Bankers Association  
Insured Bank money orders issued  
Accounts by mail solicited  
All communications answered the same day they are received

The Bank of Heppner through its large connections is in a position to extend large accommodations and the greatest safety to all its depositors

**FOUR PER CENT INTEREST PAID ON TIME DEPOSITS**