

## CANCER CURE COMING

Medical Authorities Sure Remedy Will Be Found.

Radium and X-Rays in Right Direction Although Prolonged Exposure Is Dangerous—Interesting Research.

Published statements with regard to medical discoveries, chiefly in connection with X-rays and radium, follow one another with such rapidity that it is difficult to follow them with precision. The deepest interest is naturally centered on the achievements of those who are trying to work their way to the discovery of a cure for cancer, which, as a cause of death, ranks in this country second only to phthisis, says a London report.

The results of a series of experiments in Great Britain and on the continent are certainly such as to arouse hopes among the expert investigators that they are at least on the right track. It would be rash and unjustifiable to say more.

That false hopes are being constantly raised by premature announcements of supposedly infallible cures is undeniable. Such a claim was made recently by the newspapers as a result of the experiments of eminent bacteriologists who have been engaged entirely during the last six months in research work at the laboratory of the Royal College of Surgeons, under the auspices of the cancer-research fund.

Drs. Murray and Bashford, who were among those appointed investigators, refuse to give confirmation to the story. Nothing, they declare, is being neglected by the committee, and consequently much research has taken place with respect to inefficient cancer in lower animals, yet the causes of cancer in these animals are often of an entirely different nature from those in man.

The cancer cure sold one of the physicians will never be discovered by one man. When it is found it will be by the continuous efforts of every one engaged. One little dew drop to another, and nobody better averaging or tries to hide anything from the colleagues. It must be noted, too, that there is not the slightest intimation in the report presented at the annual meeting of the cancer research fund that any definite results from the experiments are likely.

Prof. Breguet, an eminent Paris physician and professor in the French Academy of Medicine, declares that the experiments hitherto made have revealed nothing on which to base scientific treatment.

"We are still groping in the dark," he says, "with regard to the reported cures by the X-rays. My long experience in the largest hospitals in Paris has made me most sceptical. Believe me, these 'cures' are not definite."

The Middlesex hospital in London is the pioneer in cancer research in Great Britain. It receives suggestions for cures in all parts of the world weekly. Many are given fair trials, but hitherto without success. The Middlesex hospital doctors authorize the positive statement that while they do not claim to have effected anything like a cure by means of the X-rays and Pinsen light treatments, yet suffering from cancer has been relieved.

Edison's experience of ill effects from prolonged exposure to the X-rays is no new thing in the London hospitals, where it has long been found that the demonstrators who are daily in the presence of the rays are liable to epithelioma, a malignant growth of the skin which is nearly allied to cancer.

Two workers in the radiograph department of the London hospitals are now on an enforced vacation with their hands injured, but this is not a common experience. One precaution taken in some of the continental hospitals is that of employing a leaden screen when taking radiographs, so that only the necessary surface shall be exposed to the rays.

This plan, it is thought by the English physicians, is not necessary, and the suggestion that the operators wear leaden mittens is thought to be impossible, as they would probably destroy the medical properties of the rays.

**When Tickling Chimpanzees.**  
It has been observed that if the tamed dog is taken back to the wild state, he loses his voice. These "sounding voices" are produced in the animal throat in a way similar to human language, but are not "voices" proper, nor "languages" proper, and yet they are full of psychological expression, and reveal the animal's psychic states. If we tickle a chimpanzee in the armpit, the touch produces a grin on the face similar to that of a man under like circumstances. He also emits laughter-like sounds. The same is the case with the orang-outang. The gorilla knits the brow when angry, just like men. We often observe in apes a complete change in the facial muscles when something is going to happen, be it agreeable or disagreeable. It is so also with the child. In apes there is evidently the same connection between the facial muscles and vocal muscles as in man.—London Answers.

## A PERILOUS CALLING

Difficulties and Dangers Met With in Bridge-Building.

Mammoth Steel Saws Must Be Woven Into the Dismy Structures with Mathematical Accuracy at All Times.

The design of a long bridge span is one of the most elaborate mathematical problems that arises in constructive work. The stresses produced by its own weight, by the weight of traffic, by locomotive drivers, by the hammering of flattened wheels, by the action of brakes on an express train, by the high speed of a curved track, by the wind and by the expansion and contraction of the steel in summer and winter, are all accurately calculated. The definition of the loaded and unloaded bridge is determined, and complete drawings are made of every member of it. The bars of steel are tested in machines which will pull in two a horsehair or a steel bar strong enough to lift half a score of the heaviest locomotives at once, and which will crush an egg-shell or a steel column, and accurately measure the stress in each case. The different kinds of members are forged, riveted, bored or planed in perhaps half a dozen remote shops, and although usually not fitted together there, are examined and measured by specialists to see that they are correct, and are then shipped by scores of car loads to the site of the proposed structure, where steam derricks unload them and pile them many feet high in stacks covering acres of ground.

The huge piers may rise above the water, hundreds of feet apart. It remains to place on them a 1,000-ton structure, high above a savage chasm, over an impassable current or roaring tide, where the water is deep, the bottom of jagged rocks or treacherous quicksand, or where an old bridge must be removed and the new one built in its place without interrupting navigation or obstructing continuous traffic on the bridge. To accomplish this the engineer has timber, bolts and ropes, hoisting engines, derricks, and a band of intrepid builders, who have perhaps followed him for years through more hardship and danger than fall to the lot of almost any other calling, writes Frank W. Skinner, in Century.

The complicated framework of a great span is a skeleton with many accurate joints and thousands of steel sinews and bones, each of which must go in exactly the right place in exactly the right order. The builder must weave into the trusses pieces larger, heavier and far more inflexible than whole tree-trunks; swiftly hoist and swing them to place hundreds of feet high; fit together the massive girders and huge forged bars with watchmaker's accuracy; support the unwieldy masses until they are keyed together and self-sustaining; and under millions of pounds of stress must adjust them, at dizzy heights, to mathematical lines. This he may need to do, not deliberately, in a comfortable shop or on a solid platform, but in dangerous emergencies, at utmost speed, cutting flesh like whole strength on narrow, scolding clouds in a furious tempest, in bitter cold or in blazing heat. He may be in the heart of an African desert, menaced by blood-thirsty fanatics, or in a gorge of the Andes, hundreds of miles from tools or supplies, where there is absolutely no supplement to his own resources. Under such conditions bridge building is one of the most fascinating and difficult of engineering problems, and requires a different solution for almost every case.

## MINING AT GREAT DEPTHS.

Copper Shaft in Lake Superior Region Extends Nearly a Mile Under Ground.

In no other district in the world are active mining operations carried on at such depth as in the Lake Superior copper region, says the Chicago Chronicle. The No. 5 shaft of the Tamarack mine is the deepest in the world, having attained a vertical depth of 4,940 feet, nearly a mile. Not far behind it is the Red Jacket shaft of the Calumet & Hecla, which is down 4,920 feet. Another deep shaft of the Calumet & Hecla is the No. 4 of the Calumet branch of the property. This is down 7,800 feet on an incline of a mile and a half. In view of the marvelous efficiency of the modern hoisting engine no considerations of a mechanical nature need limit the prospective depth of shafts.

The greatest obstacle to deep mining is the proportionate increase in temperature. In the Lake Superior copper district State Geologist Lake has ascertained that the temperature in the mine varies one degree for every 110 feet. The temperature in the deepest shafts at the Tamarack and Calumet & Hecla varies between 85 and 90 degrees, and in view of these conditions it is evident that considerable depths can yet be attained in this section.

## STEAMER GRAVEYARD

New Jersey Town Where Many Old Eastern Vessels Lie.

Well-Known River Craft That Have Become Worn Out Find a Resting Place on the Raritan's Banks.

It appears to have been left for the residents of the little town of Perth Amboy to prove that the Hindoo belief in the transmigration of souls is a reality, at least, as far as boats are concerned, says the St. Louis Republic. Steam craft which in years gone by made great records in the local waters and later were dragged out of the busy swirl tired of the struggle, are to-day so much a part of the Raritan river town that their names are household words there.

The graveyard of old vessels has had a day of resurrection. The valiant spirit of each has left cold boiler and paralyzed engine to take up its abode in dwellings, decorations and the hundred and one things into which its dismembered but resurrected body has been transformed.

During the last few years many well-known boats have been brought together on the shelving banks of the Raritan river, where the junkman decides their destiny.

The giants of them all is the famous old Albany boat Drew. Close beside her are the fire-ravaged hulls of the ferryboats Elizabeth and Plainfield.

The worn-out ferryboat Central and the ill-fated Northfield are rubbing their noses in a friendly way with the rise and fall of the tide against the Drew's port quarter.

The half-burned Thomas McManus keeps well under water on the river side of the fleet.

The side-wheel steamer Colonia, of Philadelphia, which was condemned as unseaworthy after the last international yacht races, and the famous old ferryboat Chancellor, the only craft to cross the bay during the blizzard of '88, have both settled high up in the sands.

These boats represent more than \$4,000,000 in original cost, and are in all stages of dismantlement.

Probably one of the greatest boons that ever came to Perth Amboy was the steamer Drew.

She was towed to her present berth a little more than a year ago.

From the outside she appeared to be a great unwieldy hulk of little value, but within she has proved to be a veritable treasure ship.

Houses have been built from the well-seasoned planking of her superstructure.

The panel work and rich carvings of her 400 and more staterooms have been used for interior decorations, and the staterooms themselves for storehouses.

There is one stateroom which has been left just where it was when the old river boat made her last trip.

Money cannot buy it from the junkman.

The pleasant memories of his honeymoon still linger with it.

From one end of the craft to the other it is the only spot which will not feel the sharp edge of the wreckers' tools.

With the exception of that part of the Drew which has been used as the junkman himself in the construction of living quarters for his men and a combination office and storehouse, in the heart of the town, all the material has been sold at a good price.

An elderly widow is the proud owner of a comfortable home made entirely from the Drew.

Her dog and chickens are also snugly housed within a portion of the resurrected craft.

So extravagant were the builders of the boat in the selection of materials used for her construction that carpenters and decorators of the town have purchased almost the entire superstructure, although it is as yet not more than half dismantled.

In the building trade there is a demand for "Drew timber" and among decorators a call for "Drew trimmings."

The foregoing is the spirit of the Drew made manifest in Perth Amboy.

It is not confined there alone, however, for all over the country there is a demand for some part of her construction.

The giant parts of her engines have already gone to the steel works of Pennsylvania and Connecticut to be fashioned into car wheels, axles and building material.

## Has an Eye to Business.

It is reported that the empress dowager of China is becoming liberal in her ideas. She must have become convinced, says the Chicago Record-Herald, that there is a good deal of money on the liberal side.

## Would Make Burns' Ghost Envious.

It is asserted that a young officer in the navy has made \$100,000 by writing poetry. If this is a true statement, says the Chicago Tribune, poets are better paid now than they were in the time of one Robert Burns.

Call at the Gazette office and learn of our clubbing offer with the Weekly Oregonian.

## Still Have Not Had Enough.

St. Petersburg, Aug. 3.—The press generally continues to avoid trenching of the ground to be covered in the peace negotiations, though the Soviet, which neither hopes nor wishes for peace, predicts that the pourparlers will result in nothing but idle talk.

The Moscow Gazette, an apostle of uncompromising reaction declares that the dispatch of M. Witte to the United States is a disgrace and holds that the only concession Russia can make is to demand no indemnity from Japan and "no peace until defeat and retribution have overtaken the enemy."

The Boulevard sheet, the Gazette, predicts a general European alliance, headed by Russia, Germany and France, to preserve the peace of the world, to restrain Japanese preponderance in the East and to prevent Great Britain from meddling in continental affairs.

## Sales of Oregon Wool.

Boston, Mass., Aug. 3.—There has been a large movement in Oregon wools here this week, including the celebrated Baldwin clip, which brought a still

price. For the average run of staple, 25 cents is the market, and most of the large business during the last two or three weeks has been at that price. The scoured cost of No. 1 staple is close to, if not fully, 75 cents.

There is a brisk demand for the valley wools of Oregon and liberal sales have been close around 33 cents. Idaho wool, in bags, moves steadily at 22 to 23 cents for an average and 24 to 25 cents for choice, a scoured cost of 70 to 72 cents being indicated.

## High Prices For Harvest Hands.

Palouse, Wash., Aug. 3.—The hot weather has brought the harvest on much earlier this year than was expected. For some few days binders have been running full blast and threshing will start soon. The hot weather damaged late spring grain and the crop of fall grain will be slightly decreased. The gauges are rapidly drying up and it is anticipated that the potato crop will not be large. Much trouble is being had in getting harvesters, as there is more work than there are men. Wages are about 50 per cent higher than usual this year.

Heppner Gazette—Weekly Oregonian.



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