

THE GAZETTE-TIMES

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SPEED LIMIT IS NOW 15 MILES AN HOUR

New Ordinance Regulates Speed and Control of Self-Propelled Vehicles in City.

The new ordinance governing self-propelled vehicles within the corporate limits of the city of Heppner, was passed on the 5th of October. This ordinance becomes effective within thirty days after its passage. We are printing this new law in full herewith.

An ordinance fixing a speed limit for automobiles, motorcycles, and other self-propelled vehicles, and regulating the management and control of the same upon the streets of the City of Heppner.

The People of the City of Heppner do Ordain as follows:

Section 1.

No person or persons shall, within the corporate limits of the City of Heppner upon any street of said City of Heppner, run or drive any automobile, motorcycle, or other self-propelled vehicle at a rate of speed greater than fifteen miles an hour.

Section 2.

Any person or persons running or driving any automobile, motorcycle, or other self-propelled vehicle on any street of the City of Heppner shall keep in the center or to the right of the center of such street, and when meeting a vehicle proceeding in the opposite direction shall pass to the right, giving one half of the street; when overtaking and passing a vehicle proceeding in the same direction, shall pass to the left, and the signal so to pass shall be given by one blast or other signalling device; should the overtaken vehicle then not give way, three such blasts, or signals shall be given and on failure to comply therewith the overtaking vehicle or stroke of horn, bell, whistle, gong may at the next suitable place safe to both vehicles and to other vehicles go by without further signal. It shall be the duty of every overtaken vehicle to turn to the right and give sufficient room for the overtaking vehicle to pass to the left of said overtaken vehicle and to the right of the center of the street. Vehicles approaching an intersecting street shall be under control so as to permit the vehicle on the right of the vehicle approaching to first cross the intersecting street. At all intersections the vehicle approaching the intersection from the right of any other vehicle approaching the intersection shall have the right of way. All vehicles approaching an intersection of a street with the intention of turning thereat shall, in turning to the right, keep closely to the right, and in turning to the left shall run to and beyond the center of the intersection.

Section 3.

In all passing and overtaking such assistance shall be given by the occupants of each vehicle respectively to the other as the circumstances shall demand and either request, and each of them shall exercise due care and caution to get clearance and avoid accidents.

Section 4.

Every person having control or charge of any automobile, motorcycle, or other self-propelled vehicle, when approaching any vehicle drawn by a horse or horses or any horse upon which any person is riding, shall operate and manage and control such automobile, motorcycle, or other self-propelled vehicle in such manner as to exercise every reasonable precaution to prevent the frightening of any such horse or horses, and to insure the safety and protection of any person riding or driving the same.

Section 5.

Every vehicle shall be run at a rate of speed at no time greater than is reasonable and proper having regard to the safety of the public, the traffic and the use of the street then being traveled.

Section 6.

Every person running or operating or driving any automobile, motorcycle, or other self-propelled vehicle, who desires to cross any street upon which he may be running or driving such vehicle, shall run or drive said vehicle to the next intersection of streets and there cross said street, keeping to the right of the center of the intersection.

Section 7.

Every person running or driving any automobile, motorcycle, or other self-propelled vehicle, who desires to stop the same, shall stop the same on the right-hand side of the street upon

U. OF O. SERVES PEOPLE

in Portland Alone More Than 500 Persons Apply for Extension Teaching in Advanced Branches.

University of Oregon, Eugene, Or., Oct. 13.—An inkling of the day when more of the labors of the State University may be out in the state than on the campus is given in the astonishing demand from Portland this year for Extension classes.

Last year a relatively modest band of Portlanders received instruction once a week from members of the University faculty in certain branches of English, in mathematics, and in German. The work was all advanced, as the University does not set out to give elementary instruction in Extension classes, leaving that field for the local schools.

This fall more than 500 Portlanders have already applied for this extension instruction, and although the resources of the University will be taxed severely the demand is to be met if at all possible. These 500 were only the first comers; before many weeks, the University may be confronted by the problem of handling as large a number of Extension students in Portland as in residence now upon the campus at Eugene. The Portland applicants are largely professional persons whose aim is to increase their efficiency. They are not literary shoppers, hard work being required in these classes.

Similar Extension classes were conducted last year in Medford, and one or two other towns, and should the call in future years from the numerous smaller cities of the state be as great in proportion as that from Portland, an important addition to the teaching force will be necessary, together with a partial readjustment of the educational scheme. Faculty members meet the study groups personally.

W. H. Murphy, a homesteader from the northern part of the county was attending to business matters in the county seat on Wednesday. This office acknowledges a pleasant call from Mr. Murphy.

W. H. Padberg, well known farmer of Clarks Canyon, was transacting business in Heppner yesterday.

Petitions have been placed on file to create new county of Siuslaw from part of Lane county.

which he may be proceeding; and, if he desires to leave such vehicle, he shall stop it next to the curb and turn off the power and secure said vehicle in such a way that it can not be started without the action of some person who may take charge of the same.

Section 8.

No automobile, motor-cycle, or other self-propelling vehicle shall be moved, run or operated on any street by any person unable or incapable to control the same with due regard to safety of the public and other vehicles; provided, that in all cases any person in a state of intoxication is deemed conclusively incapable and unable to operate and control the same.

Section 9.

No motor vehicle described in this ordinance shall be operated with an excessive smoking exhaust upon any street.

Section 10.

Every motor vehicle described in this ordinance shall be provided with adequate brakes sufficient to control the vehicle at all times and a suitable and adequate bell, horn, whistle or other signalling device. All automobiles and other motor cars shall, during the period from one hour after sunset to one hour before sunrise, display at least two white lights in lamps on the front and one red light in the rear of such vehicle. The white rays of the rear lamp shall shine on the number plate carried on the rear of such vehicle. The light of the front lamps shall be visible at least two hundred feet in the direction in which the vehicle is proceeding. Motor-cycles and motor vehicles other than automobiles and motor cars shall be required to display one lighted lamp, such lamp to be placed on the front of the vehicle so that it shall be visible one hundred feet in the direction in which the vehicle is proceeding, and show red lights to the rear.

Section 11.

Any person violating any of the provisions of this ordinance shall, upon conviction therefor in the Recorder's Court, be fined not less than Five Dollars nor more than Fifty Dollars.

Passed October 5th, 1914.
Approved October 6th, 1914.

W. W. SMEAD,
Mayor.

Attest:
J. P. WILLIAMS,
Recorder.

GERMANS CAPTURE IMPORTANT CITY

Antwerp, Last Big City of Belgium Falls Into the Hands of the Invading Germans After a Siege Lasting Ten Days.

Antwerp, the last large city, to date, to fall before the German attack, is the principal seaport of Belgium, and capital of the province of Antwerp. This city is situated on the Scheldt River, about fifty miles from the sea. That the city has strong fortifications, was born out by the fact that the Teutons were held back as long as they were.

The city of Antwerp is the converging center of many of the important railroad lines that connect it with the commercial cities of Belgium, Holland, France and Germany, but which at the present time, according to reports, are completely demoralized, so far as commerce is concerned.

There are extensive manufacturers of machinery, cotton and woolen textiles, silks, chemicals, leather, pottery, furniture, and canned and cured meats and fish. The city has important commercial relations with the leading cities of Europe, and is a point of departure for immigrants for the United States. Among its public buildings is a fine Gothic cathedral with a spire 400 feet high. It contains the famous paintings of Rubens, entitled, "Descent from the Cross," "Elevation of the Cross," and "Assumption." However these paintings, which are so dear to the hearts of the Antwerp people, were removed from the city, to a place of safety, before Antwerp fell into the hands of the Germans. The city also has many hospitals, educational institutions, public buildings, and support a well organized public school system. Gas and electric lights, numerous libraries, several fine parks and boulevards, and an extensive system of street railways are among the many modern improvements.

Antwerp was a place of importance as early as the 11th century, and had nearly regained the commercial trade, which it lost by the wars between Spain and the Netherlands. Before the present war broke out, Antwerp had a population of 285,000 people, but since the opening of the war, there has been a steady exodus from that city. Six hundred thousand Belgians are seeking refuge in England, to say nothing of those that have fled to other countries.

Chronology of Events in War to Date.

- June 28—Pan-Slavic propaganda culminates in assassination of Archduke Francis Ferdinand, heir to Austrian throne and his wife.
- July 28—Austria informs Serbia her reply to demand for reparations and unreserved apology is unsatisfactory, and declares war on Serbia. Troops invade Serbia.
- July 29—Russia mobilizes.
- July 30—Germany demands that Russia explain mobilization movements.
- August 1—Russia refuses Germany's demand and German Ambassador presents formal declaration of war on Russia. France mobilizes informally. State of war declared between France and Germany. German and Russian troops engage in border skirmishes.
- August 2—Two German armies enter France. Russian troops enter Germany.
- August 3—France declares war exists with Germany and formal declaration is not necessary.
- August 4—Great Britain declares war on Germany.
- August 7—Austria formally declares war against Russia.
- August 8—Germany and Austria threaten to declare war on Italy if she persists in neutrality. French army wins first victory in capture of Altkirch, in Alsace, on Swiss frontier.
- August 10—French Ambassador at Vienna asks for his passports. China, fearing neutrality will be violated, vainly appeals to powers for protection.
- August 13—Great Britain and France declare war on Austria.
- August 11—Japan sends ultimatum to Germany, demanding that she withdraw ships and evacuate Kiau-Chau, China, giving her until August 23 to obey demand.
- August 18—British expeditionary army landed in France. Turkey and Greece mobilize forces.
- August 20—German cavalry occupies Brussels.
- August 23—Japan declares war on Germany.
- August 24—Brussels surrenders to Germans. Allies begin retreat in France.
- August 25—Namur falls before German artillery fire.
- August 25—Lord Kitchener fixes life of war at "perhaps three years."
- August 28—Allies battle to save Paris.
- August 29—British fleet victor in sea fight in Heligoland Bight, Germany losing cruisers and torpedo boat destroyers.
- August 30—Paris decided to raze own suburbs.
- September 3—French capital moved to Bordeaux.
- September 5—Every able-bodied Briton called to arms.
- September 6—Allies agree no peace will be made without mutual consent.
- September 9—Germans begin retreat before allies.
- September 12, 13, 14—German army continues retreating movement to River Aisne.
- September 15—Germans make stand and new great battle begins in earnest.
- September 19—Rheims bombarded by Germans.
- September 22—Three British cruisers sunk by German submarines; 1400 lost.
- October 11—Antwerp falls before German attack.
- October 13—Russian cruiser, Pallada, sunk in Baltic Sea by German submarine, drowning entire crew of 568 men.

EFFECT OF GERMAN HOWITZERS TERRIFIC

French Artillery Paralyzed by Death-Dealing Guns of Teutons.

Berlin, Sept. 22.—(Correspondence of the Associated Press.)—What the effect of the German field howitzers' fire can be when directed upon troops in close formation, is described in the letter of a German officer, which, published in the Cologne Gazette of September 20, reads in part as follows:

"On August 22, at 8 o'clock in the evening just as we were about to go into quarters, a fight developed suddenly. Before we knew what had happened we were in the thick of it. It was a quick victory. The French were badly thrashed. That night we slept in a ditch along the highway with the starry sky for a blanket. The cold was mean.

"On the following day matters proceeded. The French were retiring on the road to Sedan. Following them we saw terrible scenes. This was especially true of a stretch of straight road running through a forest. Here two French field artillery regiments had been annihilated. The pieces stood in the road in marching order; the horses, six to each piece, lay dead in the traces as if struck by lightning. Near them were scattered the dead officers and men.

"There were 28 pieces of artillery and all their crews dead. The thing happened in 10 minutes, and a Captain Wilhelm is responsible for this fine piece of work. He surprised the French with his field howitzers at a range of 300 meters. The Captain was shot in the chest, but could tell us the story. One of the French officers, who happened to be a short distance away from the artillery, and who was wounded told us that the experience was enough to rob anyone of his senses.

"I will never forget the awful picture. For two kilometers nothing but pieces of artillery, corpses and the scavengers of horses."

The fall of Antwerp has demonstrated that the "impregnable" city is not yet here. Antwerp, like Namur and Liege, was thought to be one of the most strongly fortified cities in the world, and probably at the time the forts were designed, some thirty years ago, by a General Briamont, there were no guns that could accomplish what the German Krupps have done. The best this city could do, after the Germans had settled down to a systematic siege, was to hold out ten days.

\$30,000 IN RANCH DEAL

R. N. Stanfield Buys Morrow County Ranch.

R. N. Stanfield of this city has just completed a deal whereby he becomes the owner of one of the finest cattle ranches in Morrow county. He has purchased the Lefe Penland ranch of 5000 acres, lying 15 miles south of Heppner on Rhea creek. The consideration is said to be \$30,000. The ranch will be used for running cattle in the summer time and in the winter they will be brought to the Butter creek ranch where they will be fed hay.

The Penland ranch is one of the best stock ranches in Morrow county and Mr. Stanfield considers himself fortunate in securing the property. —Standfield Standard.

MR. SPARLING OBJECTS.

To the Editor of The Gazette-Times:

Dear Sir:

Will you kindly allow me to contradict a statement typically inaccurate, which I am informed appeared in the Herald, through the medium of your paper; in case any of the more respectable members of the community may also have heard of the article in question.

I trust that those who know me, give me credit for having more brains than the employee of the syndicate promoting and financing the publication of the Herald does.

The article to which I refer, stated that I was organizing a company to build a creamery at Stanfield. The article, I am informed, went in further to state that I was then in Stanfield.

Both statements are false. I have not been in Stanfield for five or six months. The false statement that I was in Stanfield is of itself quite harmless and merely indicates habitual and indifferent inaccuracy, but the statement that I am interested in, or would in any way be a party to, the waste of six thousand (\$6,000) dollars, in an endeavor predestined to failure, is extremely distasteful. Some competition is justifiable and a help to the community, whereas other competition is unjustifiable, pulls down instead of building up and is mere plagiarism.

There is already a creamery being successfully operated at Hermiston. There is at the present time a creamery building replete with all the necessary equipment for the making of butter lying idle at Echo, three miles from Stanfield, and representing an investment of \$5800.

There is enough butter fat produced in the irrigation area between Echo and the Columbia River to support one factory in a fairly successful manner, and no more. If there were I imagine it would be better business to operate once more the plant already in existence in Echo, than to run the risk of losing a further sum of \$6000, in a foolish and unwarranted attempt to compete with an organization already giving its clients and customers a fair amount of satisfaction, and a good article. It is that kind of competition which changes one good institution into two poor ones. It impoverishes the country, robs the shareholders of their hard earned savings and gets the industry itself, one of the most important in the world, which nations, governments, railroads, and other industries and private corporations are spending untold wealth to encourage, into disrepute.

To organize a creamery in Morrow County which has thousands of acres suitable for diversified farming, which is already exporting 2500 lbs. of butter fat per day, (which of itself is enough to guarantee the supply for the operation of the plant,) which imports 70,000 lbs. of butter annually from Portland, (whither our produce at present goes), and furthermore consumes more than 56,000 lbs. of ranch made butter each year, and which has no creamery in operation within its limits, is a good industrial opportunity, and one bound to succeed, but to build one in a locality which produces less butterfat, which has already got one working plant and one idle plant; — Well, Mr. Editor; I would as soon think of doing anything most absurd, such as let us say; well, such as to start a new paper in Echo.

A. L. SPARLING.

Kaiser's Losses 211,000.

London, Oct. 13, 4:30 P. M.—The 44 lists of losses in the Prussian army, which have been published, contain a total of 211,000 killed, wounded and missing, according to a Renter dispatch from Amsterdam. The lists do not include losses among the Bavarians, Saxons and Wurtembergians.

\$100 REWARD.

I will pay \$100 for the arrest and conviction of the party or parties stealing my cattle. My cattle are branded M C on right side, and have right ear split.

JAMES CARTY.

BUREAU OF MARKETS NEW BRANCH AT O.A.C.

Farmers' Organizations Will Also Be Considered in Connection With Work.

Oregon Agricultural College, Corvallis, Or., Oct. 12.—The problem of farmers' organizations and the marketing of agricultural products was among the questions considered by the board of regents at its meeting Saturday. Upon recommendation of the president, the board, instructed President Kerr to establish within the school of commerce, and under the direction of the department of agricultural economics, a bureau of organization and markets.

The establishment of this bureau marks a somewhat new departure in the activities of the college. The need for such an organization has long been felt throughout the state, and the organized farmers of every county have been insisting that the college pay more attention to the business needs of agriculture.

The possibility of satisfying this long felt want through a contract recently negotiated through President Kerr between the Oregon Agricultural College, and the office of markets of the United States department of agriculture. According to this contract, the bureau of organization and markets of the agricultural college becomes the copartner of the federal office of markets in the work of solving the marketing problems of the state of Oregon.

This means that whatever funds the federal office has to spend in Oregon will be spent through the newly established bureau of markets of the agricultural college. It also means that the farmers and farmers' organizations of the state will be able to obtain the results, not only of the united forces of the agricultural college covering every section of the state, but also those obtained by the large field force of the United States office of markets operating in every state in the Union.

OLD OREGON CREW SOUGHT FOR PANAMA CANAL TRIP

When the battleship Oregon leads the Atlantic fleet through the Panama Canal soon after the canal dedication next year it will be manned as fully as possible with the veterans who were on its crew when it made its famous voyage around Cape Horn. A special enlistment of three months has been ordered to muster the old men now in civil service life for the crew. Lieutenant Smith, of the United States Navy recruiting station has charge of Oregon enlistments.

President Wilson is planning to be on the Oregon at the time of the procession through the canal. The trip probably will be made in June.

Lyceum Entertainment Successful.

A full house greeted Mrs. Elizabeth de Barrie Gill upon her first appearance in this city at the High School auditorium last night. Mrs. Gill is a harpist of rare ability, and that her work was appreciated, was evidenced by the hearty applause after each selection. Her work in elocution was of high order, and some of the pieces were the best we ever heard. Mrs. Gill has a rich contralto voice, which blended harmoniously with the harp accompaniment.

The result of the first number of the lyceum course indicated that the entire course will be a big success and profitable to the school, as well as to all who will attend.

Work began on \$3000 schoolhouse at Beaver Hill, Coos county.

The Eugene Coffee Club to help the unemployed is \$2500 in debt.

Ground has been broken for a new plant of the Pacific Iron Works.

W. E. Huston is manager of the new meat packing plant at Burns.

It is estimated that work provided for in Rivers and Harbors bill will employ 5000 men in Oregon.

Albany is trying to raise a \$7500 bonus to assure the resumption of work in the Union Furniture Co.'s plant.

Twenty-one blocks are being offered for free factory sites at Flavel, the terminals of the Hill system of railroad.

If the state can take all of a man's property covered by navigable streams at "Bank Full Stage" if he has not already built a dock on it, as provided in the proposed Public Dock Bill, and then charge him rent for it, why not take property in the same manner for all its public buildings?

Messrs. Clemmens and Bishop of Montisano, Wash., are looking over timber holding east of Sutherlin for the purpose of perfecting plans for logging railroads in the timber and for building two large sawmills, the first of which will be about two miles east of town.