The Heppner Weekly Gazette.

SIXTH YEAR. HEPPNER, MORROW COUNTY, OREGON, THURSDAY, NOVEMBER 15, 1888. NO. 295.

THE GAZETTE

ISSUED EVERY THURSDAY AFTERNOON, BY

OTIS PATTERSON,

At $2.00 per year, $1.25 for six months, $0.75 for three months; in advance. If paid for at the end of six months, $2.50 a year will be charged.

ADVERTISING RATES.

1 inch, single column, per month	$1.50
2 " " " " "	2.50
¼ " " " "	5.00
½ " " " "	8.50
1 " " " "	15.00

DOUBLE COLUMN.

2 inches	$3.00
4 "	5.00
¼ column	8.5
½ "	15.00

Local advertising 10c per line. Each subsequent insertion at half rates. Special rates will be charged for personal digs and political slush.

OREGON OFFICIALS.

Governor	S. Pennoyer.
Sec. of State	G. W. McBride.
Treasurer	G. W. Webb.
Supt. Instruction	E. B. McElroy.
Judge Seventh District	J. H. Bird.
District Attorney	W. R. Ellis.

MORROW COUNTY.

Joint Senator	J. P. Wager.
Representative	T. E. Fell.
County Judge	Wm. Mitchell.
" Commissioners	J. B. Ely, J. A. Thompson.
" Clerk	C. L. Andrews.
" Sheriff	T. R. Howard.
" Treasurer	Geo. Noble.
" Assessor	J. J. McGee.
" Surveyor	Julius Keithley.
" School Sup't	J. H. Stanley.
" Coroner	A. J. Shobe.

HEPPNER TOWN OFFICERS.

Mayor	Henry Blackman.
Councilmen	E. R. Swinburne, Ellis Minor, S. P. Garrigues, George Noble, J. B. Natter and W. J. McAtee.
Recorder	F J Hallock.
Treasurer	M. C. McDougal.
Marshal	J. D. Locknane.

HEPPNER SOCIETIES.

Doric Lodge No. 20 K. of P. meets every Tuesday evening at 7.30 o'clock in I. O. O. F. Hall. Sojourning brothers cordially invited to attend.
J. W. MORROW, C. C.
E. R. SWINBURNE, K. of R. & S.

Willow Lodge, No. 66 I. O. O. F. meets every Wednesday evening at 8 o'clock. Visiting brothers cordially welcomed. GEO. NOBLE, N. G.
C. W. YOUNGGREN, Rec Sec'y.

Sans Souci Rebekah Deg. No. 33 I. O. O. F. meets second and fourth Saturdays of each month. Members of the Degree cordially welcomed. MRS. H. E. HINTON, N. G.

Heppner Lodge, No. 69 A. F. & A. M. meets every first and third Saturdays of each month.
FRANK GILLIAM Master.
WILL A. KIRK, Secretary.

DAIRYVILLE.

Lone Balm Lodge No. 82, I. O. O. F. meets every Saturday evening at 7 o'clock at the usual place of meeting. Visiting brothers welcomed.
J. J. McGee, N. G.
S. W. Miles, R. Sec.

Mistletoe Rebekah Degree Lodge No. 25, meets first and third Wednesday of each month.
Carrie Stanley, N. G.
D. N. Hardman, Sec.

PROFESSIONAL.

A. L. FOX, Ph. C. AND M. D.

Graduate of the University of Michigan.

CLASS OF '69-70

Special attention given to diseases of women and children. Office in P. O. Borg's building.

FRANK KELLOGG.

ATTORNEY AT LAW.

Office in First National Bank.

Heppner, Oregon.

G. W. REA,

Attorney-at-Law, Notary Public and Justice of the Peace.

HEPPNER, OGN.

OFFICE OPEN AT ALL HOURS

GEO. WM. WRIGHT,

ATTORNEY AT LAW AND NOTARY PUBLIC.

Opposite Gazette Office, Heppner.

LAND FILINGS, Contested Entries, Reliable Insurance. Loans made and collections promptly attended to.

W. R. ELLIS,

Attorney-at-Law AND Notary - - - Public,

HEPPNER, OREGON.

Prosecuting Attorney for Seventh Judicial District.

Will give prompt attention to any and all business entrusted to him.

OFFICE on Main Street, over Liberty Market

H. B. LE FEVRE.

Professional Herder of Bucks and Billiegoats!

Lone Rock, : : : Oregon.

Trades, sales and purchases negotiated at low commission, and a general line of ram brokerage transacted. Gathers from the ranges at shearing time, takes no bucks that have been exposed to scab, dips, feeds salt and sulphur, pays for bucks not accounted for, and makes general deliveries at convenient places between the middle and last of October.

All for a Dollar and Ten Cents a Head.

CARPENTERS, ETC.

M. C. JOHNSON. W. M. HARRISON.

JOHNSON & HARRISON,

Contractors and Builders.

Call on them at the Morrow Building, Corner Main and May streets, and get their figures on building before contracting elsewhere.

E. NORDYKE,

THE WAGON ARTIST,

Announces that he is fully prepared to do Wagon Work and all kinds of Wood Butchering in a first-class manner at short notice. Office on Main Street Heppner, opposite Leezer & Thompson's hardware store.

MONEY SAVED!

By Getting your Painting and Papering Done by

R. A. FORD.

SIGN PAINTING

A Specialty. Shop, First Door South of Brewery

TONSORIAL.

CHAS. M. JONES'

Heppner Barber Shop!

In the

Matlock Building, Main St., Heppner.

Is now turning out Shaves, Shampoos and Haircuts in the highest style of the art.

MEAT MARKETS.

LIBERTY

MEAT MARKET,

McATEE & SPRAY, Proprietor.

FRESH BEEF, MUTTON AND PORK CONstantly on hand at reasonable prices; also bologna and pork sausage, head cheese, etc. New Red Front, Main street, Heppner. 175

J. G. MADDOCK. LOUIS MADDOCK. HUGH FIELDS

Maddock & Fields,

Heppner Oregon.

Began Business Nov 1st. 1888.

OFFICE OPPOSITE GAZETTE.

TRANSACT A GENERAL BANKING BUSINESS

EXCHANGE

On all parts of the world bought and sold.

Collections Made at all Points

ON REASONABLE TERMS.

J. G Maddock Manager.

First National Bank

—OF HEPPNER,—

C. A. RHEA, HUGH FIELDS.

President. Vice-President.

George W. Conser, Cashier.

Transacts a General Banking Business

EXCHANGE

—On all parts of the world—

Bought and Sold,

Collections made at all points on Reasonable Terms.

PETER O. BORG,

HEPPNER, - - - OREGON

—DEALER IN—

Watches and Clocks, Jewelry, Etc.

—ALSO—

GOLD PENS,

Amethyst, Cameo and Diamond Gold Rings, Gold and Silver Watches.

—AND—

All other articles usually kept in a Jewelry Store.

REPAIRING A SPECIALTY, AND ALL WORK WARRANTED.

STORE opposite Minor, Dodson & Co's May St.

—CALL ON—

JONS DAVIDSON,

AT THE

BELVEDERE SALOON

Opposite Livery Stable.

Heppner, Oregon.

At this favorite resort will always be found the best brands of

WINES, LIQUORS AND CIGARS.

A FIRST-CLASS BILLIARD TABLE for the amusement of guests.

California, Oregon and IDAHO STAGE COMPANY.

J. B. Keeney, Supt.

Arlington Stage	leaves	Heppner,	6:30	A. M.
" "	arrives	"	4:00	P. M.
Pendleton "	leaves	"	6:30	A. M.
" "	arrives	"	4:30	P. M.

Fare to Arlington, - - $4.00.

Fare to Pendleton, - $5.00.

Freight 2 cents per pound.

ED. R. BISHOP, AG'T.,

Heppner, Ogn

ARLINGTON MEAT MARKET.

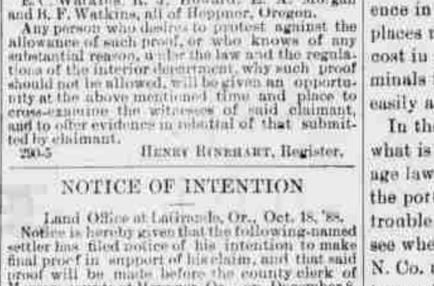
Beef, Pork, Fish, Sausage, Etc.

Varney & Putnum

Arlington Or.

S. P. FLORENCE. E FLORENCE

FLORENCE BROTHERS,



STOCKRAISERS!

HEPPNER, - - - OREGON.

Cattle branded and ear-marked as shown above. Horses F on right shoulder.

Our cattle range in Morrow, Gilliam, Umatilla and Wasco counties. We will pay $100.00 reward for the arrest and conviction of any person stealing our stock.

The BUYERS' GUIDE is issued March and Sept., each year. It is an encyclopedia of useful information for all who purchase the luxuries or the necessities of life. We can clothe you and furnish you with all the necessary and unnecessary appliances to ride, walk, dance, sleep, eat, fish, hunt, work, go to church, or stay at home, and in various sizes, styles and quantities. Just figure out what is required to do all these things COMFORTABLY, and you can make a fair estimate of the value of the BUYERS' GUIDE, which will be sent upon receipt of 10 cents to pay postage.

MONTGOMERY WARD & CO.

111-114 Michigan Avenue, Chicago, Ill.

ROYAL BAKING POWDER Absolutely Pure.

This powder never varies. A marvel of purity strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight, alum or phosphate powders. SOLD ONLY IN CANS. ROYAL BAKING POWDER CO., 284-332 106 Wall Street, N. Y.

ALMOST GIVEN AWAY!

The Heppner Gazette

Is one of the best weekly papers published in this county. We desire and endeavor to make it a welcome visitor each week. It is in fact a paper that ought to be found in the home of every resident of this county. At the same time, in this progressive age, every farmer should have at his fireside at least one good, clean, pure, nonsectional agricultural journal, in addition to his home paper;—one devoted to all the pursuits in which he is engaged. He needs it for himself. He needs it for his sons and daughters who are growing into manhood and womanhood, and to whom a paper of this character is of incalculable benefit.

Can he Afford it?

Read Our Proposition.

To all subscribers who are in arrears on subscription who will pay all due us and one year in advance and twenty-five cents in addition, and to all new subscribers who will pay one year in advance and twenty-five cents in addition, we will make a present of one year's subscription to such an agricultural paper. It is none other than

THE AMERICAN FARMER

A large 16-page monthly magazine, handsomely illustrated, neatly printed, folded, pasted and trimmed. It is published at Fort Wayne, Ind., and has for its object the betterment of the condition of the Farmer, the Gardener, the Horsebreeder, the Dairyman, the Shepherd, the Poultryman, and their households, no matter where they live, whether in the east, west, north or south. It is a paper of national circulation, going into every state and territory as well as in all the Provinces of the Dominion of Canada. This is the opportunity of a lifetime.

The regular subscription price of The American Farmer is $1.00 per year, but both papers will be sent for a little more than the price of one. Call at this office and see sample copies of this popular agricultural paper and you will be sure to take advantage of this magnificent offer. HEPPNER GAZETTE $2.00 per year in advance. For $2.25 you can get both papers.

NOTICE OF INTENTION.

Land Office at La Grande, Or., Oct. 4, '88.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the county clerk of Morrow county, Oregon, at Heppner, Oregon, on Nov. 24, 1888, viz:

Frank W. Roberts;

DS No. 8507, for the E ½ SW ¼ and SW ¼ SW ¼ Sec. 33, Tp 3 S, and NE ¼ NW ¼ Sec. 4, Tp 4 S, R 27 E, W. M.

He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz:

E. C. Watkins, R. J. Howard, E. A. Morgan and B. F. Watkins, all of Heppner, Oregon.

Any person who desires to protest against the allowance of such proof, or who knows of any substantial reason, under the law and the regulations of the interior department, why such proof should not be allowed, will be given an opportunity at the above mentioned time and place to cross-examine the witnesses of said claimant, and to offer evidence in rebuttal of that submitted by claimant.

290-5 HENRY RINEHART, Register.

NOTICE OF INTENTION

Land Office at LaGrande, Or., Oct. 18, '88.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the county clerk of Morrow county at Heppner, Or., on December 8, 1888, viz:

George W. Page,

D. S. No. 7907, for the SE ¼ of Sec. 27, Tp. 3 S, R 28 E. W. M.

He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz:

Chas. Long, P. C. Cresswell, and John Clark, of Heppner, and John W. Liewallen, of Lexington Oregon.

Any person who desires to protest against the allowance of such proof, or who knows of any substantial reason under the law and the regulations of the Interior Department, why such proof should not be allowed, will be given an opportunity at the above mentioned time and place to cross-examine the witnesses of said claimant, and to offer evidence in rebuttal of that submitted by claimant.

292-97 HENRY RINEHART, Register

NOTICEOF INTENTION.

Land Office at La Grande, Or., Oct 29, '88.

Notice is hereby given that the following-named settler has filed notice of her intention to make final proof in support of her claim, and that said proof will be made before the county judge of Morrow county, Or., or in his absence before the clerk of said county, at Heppner Or., on Dec. 15, 1888, viz:

Kate Hurd, nee Hagler,

Hd No. 3330, for the SE ¼ of Sec. 6, Tp 1 N R 27 E, W. M.

She names the following witnesses to prove her continuous residence upon and cultivation of, said land, viz:

Henry Carr, Benj. Mathews, Charles Hale and Frank Jackson, all of Galloway, Or.

Any person who desires to protest against the allowance of such proof, or who knows of any substantial reason, under the law and the regulations of the Interior Department, why such proof should not be allowed, will be given an opportunity at the above mentioned time and place to cross-examine the witnesses of said claimant, and to offer evidence in rebuttal of that submitted by claimant.

293-98 HENRY RINEHART, Register.

NOTICE OF INTENTION.

Land Office at La Grande, Or., Oct. 10, '88.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim and that said proof will be made before the county Judge or in his absence before the county clerk of Morrow county, Or., at Heppner, Oregon, on Dec. 5, 1888, viz:

Joseph J. McKenzie,

Hd. No. 3494, for the S ½ SW ¼ and S ½ SE ¼ Sec 21 Tp 1 S R 27 E.

He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz:

W. M. Douglas, Felix Johnson, Mike Kenny and Andrew Tillard, all of Lena, Or.

Any person who desires to protest against the allowance of such proof, or who knows of any substantial reason, under the law and the regulations of the Interior Department, why such proof should not be allowed, will be given an opportunity at the above mentioned time and place to cross-examine the witnesses of said claimant, and to offer evidence in rebuttal of that submitted by claimant.

291-96 HENRY RINEHART, Register

NOTICE OF INTENTION.

Land Office at The Dalles, Or., Oct. 11, 1888.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the judge of Morrow county, Or., at Heppner, Or., on November 24, 1888, viz:

Olave Pearson,

Hd 1586, for the W ½ NW ¼ SE ¼ NW ¼ SW ¼ NE ¼ Sec 14 Tp 3 S of 24 E.

He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz:

A. S. Haines, Charles Anderson, J. W. Alstott and O. L. Holmes, all of Eight Mile, Or.

291-96 F. A. McDONALD, Register.

PORTLAND VS. TACOMA.

Reasons Why Commerce is Diverted from the Columbia River and the State of Oregon.

PORTLAND, Or., Oct. 27, 1888.

Not long since there appeared an article in the East Oregonian entitled "Portland vs. Tacoma," in which an experienced business man of Portland, in answer to questions put by your correspondent, went on to show that vessels could be chartered to load on Puget Sound cheaper than in Portland, and that as a consequence wheat in Eastern Oregon, delivered anywhere along the lines of the Northern Pacific, was worth considerable more per bushel than the grain accessible only by the lines of the O. R. & Co. The gentleman interviewed proved conclusively by showing the result of actual transactions that such a condition of things existed, and asserted that the O. R. & N. Co. were wholly responsible, inasmuch as that company held in their hands the remedy but obstinately refused to apply it. The following, quoted from the article alluded to, explains what, in his opinion, that remedy is:

"The only corrective for such a state of affairs that now exist, in order to save its share of the freightage of that section, is for the managers of the O. R. & N. Co. to do that which they in lip service profess to do, put freight to the ocean as cheaply via the Columbia as the cost via Puget Sound. To do that will necessitate its carriage, including towage, pilotage and lighterage to Astoria from Portland for nothing."

To one not conversant with the facts in relation to this matter, this seemed to be the only alternative, and quite the proper thing for the O. R. & Co. to do, inasmuch as it was explained to your reporter by the gentleman, that while it would cost the company about $75,000 per year to do the work suggested, it would save them probably three hundred thousand in freight on wheat that would otherwise go to the Sound.

Considering this question as one of much interest and great importance to the people of Eastern Oregon, your reporter has given the subject thorough investigation, and finds that there are several sides to the question.

In the first place it is found by estimating the extra amount of grain the O. R. & N. company would carry out of Eastern Oregon should that company undertake free transportation to the ocean from Portland, and comparing the net earnings therefor with what such an undertaking would cost, the fact is made plain that they would be losers by the operation. In the next place, is it more reasonable to expect a corporation to render a public service without compensation than a private individual?

However, the grain growers of that territory have a grievance—there is no doubt about that. The farmer who can deliver his grain along the lines of the Northern Pacific can realize from one and a half to two cents more per bushel than the one who has to ship by the O. R. & N. company's road, although the conditions of the country and the distance to navigable waters are decidedly in favor of the latter route. The reason for this is that the rate of grain from any point in Eastern Oregon, where there are competing lines, is the same to Portland as Tacoma. Hence the difference in the price of wheat between the places must be due to the difference of cost in getting it from the railroad terminals to the ocean. This difference is easily accounted for.

In the state of Oregon there exists what is known as the compulsory pilotage law, while in Washngton territory the ports are free. Here is where the trouble comes in, and it is not hard to see where the remedy lies. The O. R. & N. Co. are not responsible for the existence of this unfortunate state of affairs. Fully realizing the situation, that company established tug service on the Columbia bar at a cost of nearly one hundred thousand dollars, and established a towage rate from the sea to Portland and return, which is far below the cost to them of performing the service, that is very little in excess of what it costs for the same service from Cape Flattery to Tacoma and return. Under this compulsory pilotage law the pilots at the mouth of the Columbia have been and still are able to practice a system of legalized extortion which annually takes thousands of dollars out of the pockets of the producers of this state and at the same time is slowly and surely destroying the commerce of the state by driving vessels to Puget Sound ports.

In order to show the compensation of pilots as provided by law the following is quoted from the code of 1887:

"Sec. 3918. The compensation allowed for piloting a vessel upon or over the bar pilot grounds per foot draught of said vessel is as follows: For piloting an inward or outward bound vessel to or from Astoria over the bar or from within the bar to the open sea, eight (8) dollars for each foot for the first twelve feet, and ten (10) dollars for each additional foot; from or within the bar, and below Sand Island, one-half that rate; and from or above Sand Island, one-quarter of the same."

Now let us see what the O. R. & N. Co. have done and what they may do, should this grossly unjust law be properly amended. The following is a comparative statement of pilotage and towage actually paid on nine vessels on the Columbia river and bar last season, that will be paid this season under the O. R. & N. Co.'s towage tariff on the same vessels, and rates from Cape Flattery to Tacoma and return to the sea:

COMPARATIVE STATEMENT

Of the pilotage and towage paid on the Columbia river and bar last season, what will be paid this season under the O. R. & N. company's tariff, and the rates from Cape Flattery to Tacoma and return to sea:

REGISTERED TONNAGE.	TOWAGE.	PILOTAGE.	TOTAL PILOTAGE AND TOWAGE.	O. R. & N. CO.'S TARIFF 1888.	O. R. & N. CO.'S TARIFF, LESS PILOTAGE.	CAPE FLATTERY TO TACOMA AND RETURN TO SEA.
994	$805	$414	$1219	$900	$486	$500
1047	1218	413	1631	950	434	500
1258	1400	415	1815	1100	585	550
1354	118[illegible]	413	1501	1100	381	550
1455	1121	529	1650	1150	500	550
1564	1240	451	1741	1050	589	550
1570	1225	447	1672	1100	653	600
1707	1155	448	1801	1100	652	600
1943	1591	461	2056	1150	681	600
	1[illegible]567	4,2[illegible]	14,196	9800	5271	5000

By referring to this table it will be seen that the smallest ship paid for pilotage and towage $1,219, while the largest paid 2,556, making an average of about $1,637 per ship. These were the charges shippers were compelled to pay before the O. R. & N. Co. inaugurated its system of towage. The rates put into effect by the O. R. & N. Co. will save to the smallest ship $319, and to the largest $906, or an average of $604 per ship. The fleet of 1887-8 numbered over one hundred vessels. Data carefully compiled shows that 69 of these vessels actually paid $104,772 for pilotage and towage. Under the towage tariff of the O. R. & Co. the total cost to the same 69 vessels this season would be $68,050—a saving of $37,722 to the producer in the single item of towage. So much for the O. R. & N. Co. The saving effected by this new tariff is exclusive of pilotage. Some idea of the extortionate rates charged prior to the time the O. R. & N. Co. took a hand in the towage business may be formed when it is remembered that under the new tariff a saving of $319 was effected on a ship of only 994 tons burden. The total pilotage on the 69 vessels above referred to that came into this port during 1887-8 amounted to $29,441. This amount the owners of the ships were compelled to pay or "keep out," as this Oregon pilotage law expressly provides that "if a river pilot speaks a vessel, and his services shall be rejected by the master of the vessel, the pilot so speaking shall be entitled to full pilotage." (Sec. 3919, Vol. 2, Code 1887.) If the master of a tug boat was empowered by law to tow vessels across the bar or up the river without the services of a pilot, the total cost of $104,772 to 69 vessels last season would be reduced to $38,609 this season.

Your correspondent believes that the above facts plainly show the principal reason why wheat is worth more upon railway lines tributary to Tacoma than upon lines leading to Portland. As to other items of expense which go to make up the aggregate harbor charges, the chief difference is in the matter of discharging ballast. Here in Portland all ballast must be put ashore and carted away, while at the Sound vessels are free to throw the same overboard anywhere in not less than twenty fathoms of water.

It is quite apparent that the state of Oregon is responsible for the lamentable condition of affairs that now exists at the mouth of the Columbia river. The legislature which will convene at Salem in January can apply the remedy. What is the remedy? Simply amend the pilotage law so as to reduce the rates one-half, and wholly remove its compulsory features. The nature of the Columbia bar is such that all deep water sailing vessels must necessarily take tow boats, which boats are operated by skilled and careful seamen, possessing complete knowledge of the channels, currents and tides. Then why impose the extra cost of pilotage upon the ship, when no service is performed? Return to the table above and take for instance the smaller vessels of 994 tons, which last year paid $1,219 for pilotage and towage. This year the same vessel would pay $930 for the same service. The reduction is entirely in towage. Pilotage is the same, viz: $414, whether the pilot goes aboard the vessel or not. If he does board the vessel he can render no possible service for the ship follows the tug boat.

If the state does not amend this law so as to protect its own commercial interests, what will be the result? What the effect of this law has been upon the commerce of Oregon is quite evident. The fleet of 1885-6 numbered 139 vessels; in 1886-7, 123; in 1887-8, 103, a falling off in three years of thirty-six vessels, notwithstanding the fact that the population of Oregon has increased during that time nearly one hundred thousand. If this law is not amended will not the railway lines terminating here, be compelled to build to Puget Sound in order to reap the advantages now enjoyed by their competitor, the Northern Pacific?
—Homer H. Hallock in E. O.

A REMINDER OF OLD DAYS.

Over the door of the postoffice at Hong Kong, China, are inscribed the words: "As cool water is to the thirsty, so is good news from home." Not so pretentious, but equally as attracting, are the words on a shingle that hangs over the door of a Nevada shanty:

come in An git
a squar mele sich
as Your mother Use
to Kuk
for a Quarter.
STOP KICKING.

For pity saks don't be a chronic kicker, always running down the town and the people in it, and talking about going away. If you don't like the town, go away. If you haven't money enough to go on, make it known and a subscription will be raised by the workers to get rid of you.

SEVERELY BURNED.

A few days ago, Engineer Moon, one of the oldest and most trustworthy passenger engineers on the O. R. & N. Company's road, was severely burned on his run from La Grande to Umatilla by the bursting of the lubricator of his locomotive. He was brought to his home at La Grande and at last accounts was resting easy, with hopes that he would soon be all right again. Fireman Opilly was also severely injured, perhaps worse than the engine. The cab became ablaze with the burning oil from the lubricator and it was with the greatest difficulty that the flames were subdued.—E. O. Republican.

HOW IT FOOTS UP.

The Long Creek Eagle man takes an inventory of his outfit and sums it up as follows: One press and inking apparatus, 26 fonts of type, 1 stove, 3 stools, 1 chair, a World almanac, one red-headed editor, a spittoon, one single-barrelled bootjack and a pair of scissors. The last-named articles are the accumulation of but two years efforts.

Sacks urnished for wheat at Sperry Mills.

DUG UP FROM ALL OVER.

Club wheat is selling at from 71 to 72 cents, including the sacks, in the Walla Walla country.

The E. O. bemoans the fact that fresh country butter is a rather scarce article in the Pendleton market.

The end of the passenger division of the O. R. & N. has again been moved to Umatilla, the change taking place last Monday. The train men are not "stuck" on the change.—Pendleton Tribune.

Iron rails have been replaced by steel along the O. R. & N. Co.'s line from Umatilla to Huntington, with the exception of a four-mile gap between Pendleton and Cayuse, which is rapidly being closed.—E. O.

Roads are in good condition in Umatilla county, says the E. O., and traveling by team has become a pleasure instead of a disagreeable duty. All this is due to the recent rains, which have brought with them manifold blessings.

LaGrande and Heppner will be illustrated in the "Pacific Coast History" which will shortly be ready for the people, but the high price at which this work will be sold, precludes it doing much good where advertising is most needed.

More wheat will be sown this fall in the Walla Walla valley than ever before. A certainty of a paying price next fall has stimulated every farmer to greater exertions. The surplus of the valley will keep both railroads employed this winter.—Pendleton Tribune.

The inhabitants of Baker City probably have never before witnessed within the confines of this city so extensive a building boom as now. Besides the business block that is being rebuilt there are dwelling houses going up in all parts of the city, and still there are no vacant houses to be had.—Blade.

Charles Blair met with a severe accident on Tuesday evening, about seven o'clock. He left the democratic club rooms, and going down the dark hall, stepped off the stair and fell to the bottom. His left wrist was broken below the joint and one of the bones dislocated. Dr. Y. C. Blalock dressed the hurt.—W. W. Union.

Old Squire Depuy, who has just returned from a trip through portions of Morrow county, says that it is only a question of a short time when Heppner will have the much courted honor of being a railroad terminus. Grading is being done and necessary bridges constructed beyond Lexington, although because of lack of iron, track has been laid no further than that place.—E. O.

The wife of the tailor at the fort came up town Tuesday morning at 1 o'clock, to find her husband, he having the key to their house. when she arrived opposite Judge Lasater's residence on Birch street she was assaulted by a soldier, who knocked her down. Her screams brought another soldier and Harry Winter to the scene, and search was made for the assailant but without success.—W.W. Union.

FILAREE.

A few articles have appeared in the Portland Oregonian of late relating to filaree, but more of an inquiry than information. Filaree is a forage plant that is becoming quite prevalent in Eastern Oregon. It flourishes even in dry places and is an excellent substitute for bunchgrass, which does not seem to be able to stand the close pastnring of the rapidly diminishing ranges of what was the great bunchgrass region. If our information is correct filaree was first noticed in this section at Cross Hollows, in Wasco county. Some years ago a flock of sheep were driven through Eastern Oregon from California and they made a camp of three or four days at Cross Hollows and the next season a new plant was discovered quite thick about the vicinity of the camp, which was pronounced to be specimens of the veritable California filaree. Further investigation showed that at all the camps made by that flock of sheep filaree could be found. It comes up early in the spring and the growth depends on the condition of the soil and the season. On good ground in moist soil it grows very rank. We have seen it as high as 18 inches or two feet. On dry hard ground its growth is limited to an inch or two. The more it is tramped and fed the more it spreads. The divide between McKay and Birch creeks is literally covered with filaree for miles and various bands of sheep subsist on it in the spring and fall. It has a small pink flower and produces its seed in a pod that when dry, has a little offshoot which adheres to the wool of the sheep and is carried from place to place. The seed is also eaten by cattle and horses and scattered over the country in the voidings. Filaree is a welcome guest to the Eastern Oregon ranges.—Pendleton Tribune.

DON'T BANK MUCH ON EITHER.

The Ottawa, Canada, Journal of the 8th inst. says: It may be that the Republican victory saves Canada from immediate trouble. The Democrats were committed to the retaliation principle, to say nothing of the embroilment of the Democratic executive with Great Britain by reason of the Sackville business. That very little friction might have necessitated Cleveland's enforcement of his retaliation boast. We do not think that the Republicans are any more friendly that the Democrats, nor even so much so, but they can at least enter in fresh negotiations with Great Britain without going back on any official record.

FINDING IT OUT.

A man never rightly realizes what particular groove he was born to fill until, in a conversation on matrimony, he remarks that if one and one make one, he can't see why Robinson's had to have two names for their twins. Then, when his wife tells the company that he is always making a fool of himself the truth of the matter flashes over him in rays of golden glory like the setting sun gilding the western slope of a Morrow county farmer's barn.

GOING WEST.

In the counting room of a New York wholesale putty house at the close of business on a cold, cloudy day in November; look over in the corner and at a desk near where a window with several of its panes broken out and no particular pains taken to keep the remaining ones clean, is wasting its life in a vain effort to flood the compartment with light by using material that comes second-hand from a taffy factory that hangs over the street from the opposite side in such proximity that the managers of the two concerns had often thought of consolidating them into one in a way that would stick by each one using a handfull of his ware as a white kid glove and engaging in a cordial hand-shake between the windows. Ample time has been allowed for a look, and nothing has met the eye but the spectacle of a young man casting up a column of figures, the result of which he will subtract from the sum total of another column, only to find that his net earnings for the month amount to $7.42.

With a sorrowful look at the result he slides down off his stool wondering how much a scalper's ticket to the west would cost, and the breeze blows coldly about his chin as he hears one of his brother clerks mutter, "Railway fare one hundred dollars," as he reads off the items from a bill of expenses sent in by a traveling agent.

"But I won't give up," he mutters in a tone that disclosed a heroism that would carry the United States mail safely through a Clarke's canyon flood, "I won't give up; I'll get there yet. Even as the pole-cat lurks long by the roadside to get in its work on a man going to a wedding, so will I coil myself about the brake-beam of a New York Central palace car and land with a fell swoop just outside the boundary line of the broad and ample reservation of the Chicagos. No more ink-spreading for me. Not much. My life shall seek its level.

"A brief resting spell, during which I shall learn the language of the Dakota prairies and seek in the placid waters of the Sacramento to see when the warlike Sioux are near, and then shall begin my ascension to a fame as far beyond the reach of ordinary mortals as dried beef hung to the rafters is distant from the grasp of a three year old kid. I'll get in and drill, and my name, that now only lends a little value to one small slip of paper, drawn up at sixty days and 12 per cent., shall appear in two line pica letters over a story in the New York Ledger.

"Indeed, my fame shall spread through out the land; it shall have a wider circulation than James Gordon Bennett's Herald, and my face shall be known to every freight-train conductor in the land My presence shall be the signal for peace in the west, and the war like tribes will quake with fear when the shadow of my stalwart frame shall fall upon their threshold; every dogs shall howl and the blue smoke curling up from their lodges will blanch with terror.

"But enough of rumination. I must away to my Estella and inform her of my new resolution. I shall also ask her not to feel above her neighbors when the daily papers begin to contain such startling heads as: 'Murder on the Missouri. An emigrant train in the far off and unsettled west is attacked by five hundred savages. Seven men killed and a yoke of oxen blinded by being powder-burned. Red Reynolds, the ranger, to the rescue; he takes refuge behind a shock of corn and disperses the renegades. Troops not needed.' And she must also be prepared lest she faint when I return in a few short years covered with glory, buckskin breeches and a complexion like a copper cent."

* * *

Three weeks later and the wind howls dismally through the sagebrush that studs the great plain of Idaho. The tall bunchgrass waves its yellow-brown tops to the southward and section men on the Oregon Short Line are beginning to think of the long cold walks to be made during the winter in search of broken joints. The night is far advanced and a freight train causes the flight of a thousand jack-rabbits as it rumbles along on its way to Shoshone. Inside of one of the cars is a young man from New York. His brain is no longer perplexed by business cares, but rather resorts to the thought of how much farther it is to the land of the Chicagos. He also thinks of Estella and wonders if it will grow colder toward morning.

Suddenly the little door in the end of the car opens and the rays of a lantern penetrate to where he reclines between a sewing machine and a barrel of sulphur. Now is his dream to be realized, and yet he hesitates. In fact he rather wishes the freight-train man would pass on without seeing him, as he has not yet done anything to entitle him to his respect. But he of the lantern sees the New Yorker. His mind's eye takes in the brilliant future in store for him, and he proceeds to get acquainted by shouting: "What you doin' there?" to which the future ranger replies in a voice well calculated to show the train man what sort of a person he is fooling with:

"Well,—I—I only—intended to—go as far as the next station."

"Got any stuff?"

"N-o-o; haven't been stuffed since dinner day before yesterday."

"Didn't say you had. I mean have you got any money?"

"No."

"Gimme that ring and you can ride to Shoshone."

A dark shadow flits over the ranger's face, but the railroad man is not alarmed for he knows it is only because he had moved his lantern.

"I can't do that; its a sacred——"

"Got a good knife?"

"No."

"How'll you swap shoes?"

"Swap if you'll let me ride."

"Guess your shoes are too little; flannel undershirt?"

"Yes; bu—but——" and the train began to whistle and the ranger began to scratch.

"All right; you get off when the train stops."

* * *

Next morning the landlady at the section house told a young man from New York that she didn't want any wood sawed, and besides that breakfast had been over for an hour. The wind still blows and it seems to whistle "Home Sweet Home," as it playfully blows about his chin in search of his whiskers, the young man strikes out for Shoshone and the landlady mutters, "So young and stout and yet so ornery." OLD BUSBY.

CABOLIC ACID.

It is Sprinkled upon the Victuals of Ed. Cluff, of Ione.

A cowardly attempt upon the life of Ed. Cluff, an inoffensive citizen of Ione, was made last Sunday. On returning from a trip up the creek he found evidence in the disordered condition of his various belongings that his house had been entered while he was absent. Visiting the store soon afterward, he mentioned the fact to Mr. Wills, the proprietor, and returned to prepare supper. During the meal he was taken with violent symptoms of poisoning, and neighbors were called in, who did all in their power for his relief. An investigation showed that carbolic acid had been sprinkled upon various articles of food and that a vial of the drug which Mr. Cluff kept in the house had been about half emptied. In the meantime R. C. Wills, with characteristic promptness had saddled his horse and was far on his way to Lexington. Upon his arrival here he summoned Dr. Fell, who immediately proceeded to Ione and took measures for the relief of the poisoned man, who has since recoverd from the effects of the drug. No reason is known why anyone should try to poison Mr. Cluff, who is well liked in his neighborhood and is not known to have any enemies capable of the deed.—Budget.

PERHAPS.

From Thos. Warren, who was down from Camas Prairie, we learn that it is possible that a tragedy occurred near George Ellis' on the North Fork of the John Day on Monday last. Herbert Patten has been herding sheep in that locality and had a little money about the camp and on the day in question two men came to the camp and undertook to rob the boy. He did not propose to submit to be quietly deprived of his hard-earned dollars and defended himself with his gun. One of the would-be robbers carried a rifle which he held in front, diagonally across the body. At this man Patton shot and he fell; but whether the ball struck the stock of the gun or the man he could not tell as at that moment the accomplice made a couple of thrusts at him with a knife which penetrated to the skin in two places, but no further. This man received a blow from the butt of Patton's gun and fell to the ground, when the latter made good his escape. Parties from Camas were in pursuit of the robbers when our informant left.—Pendleton Tribune.

DOWN ON SLANG.

It is said that a social club in this town has entered upon a warfare on slang, and at a recent meeting the president, upon taking his seat, said in a calm voice: "Really, now, I'm too badly rattled by the honor conferred upon me to give you much of my guff. It's the first time I ever tumbled to a racket of this kind, and I hardly know just how to catch on. However, I'll try to be sufficiently up to snuff not to let any flies light on me while doing the president-of-this-society-act. I'm solid for this move, and don't any of you forget it. All over our land slang words and phrases are multiplying like flies in sorghum time, and it is our duty to knock this crying evil as silly as possible. Let this be our motto: "Shoot the slangist" Paralyze the first daisy dude that is so flip as to sling slang in your presence. And if the other chaps don't hustle they'll be left when it comes to keeping up with the procession."

PECULIAR PEOPLE.

It is an odd freak of human nature that many persons who pay other bills promptly and regard themselves as honest and honorable financially, will neglect the payment of newspaper subscriptions, sometimes even for years, and pay no attention to statements and urgent requests for payments. Yet most of them know that the publisher of a newspaper works as hard to earn money due on subscription, as does the grocery man, butcher or other business man.

P. S. Those who don't pay the above mentioned, are dead sure to beat the printer.

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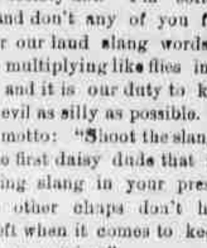

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