

THE GAZETTE-TIMES.

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WALTER CRAWFORD, Editor and Proprietor.

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MORROW COUNTY OFFICIAL PAPER

Thursday, January 28, 1915.

The farmers of Butter creek are using poison as a means of eradicating the rabbit pest in their neighborhood. It is reported that their latest method is proving very successful, as they have been able to locate some eight or ten thousand dead rabbits who had partaken of the poisoned hay. Great care must be taken to keep the poisoned hay out of reach of all valuable stock. In the entire Butter creek district, it is said that only one horse had eaten of hay put out to kill rabbits, and he died in spite of all efforts to save him. After all, the loss of one horse may not be considered too great in view of the great good that is being done in the other instance.

Heppner, as yet, has no jitney busses to compete with her excellent street car service. We might add that we haven't the street cars to compete with the jitney busses either.

Be a booster, not a knocker.

ECONOMY IN HANDLING WOOL.

In the states of Washington, Oregon, California, Arizona, Nevada, Utah and Idaho, we produce approximately 75,000,000 pounds of wool. In the past an insignificant quantity of this wool has been shipped west to the coast and thence by water to Atlantic coast markets. Nearly all of it has gone direct from the point of production to the eastern markets by rail. The reason for this was that the rail rate to the coast was high, and the steamship companies maintained a rather high rate on wool in sacks. Then as there was no Panama canal, all this wool had to go around the Horn or cross the Isthmus, consuming much time. Now conditions are different, and wool growers should take advantage of the change.

From San Francisco, Portland, or Tacoma the rate on wool via the Panama canal to Boston, New York or Philadelphia is 45 cents in bales or 80 cents in sacks. Below we submit a table showing the great saving to be effected by baling our wool and shipping to Portland, Oregon, and thence by water to Boston. Pendleton, Oregon, to Portland, 47 cents; Portland to Boston, 45 cents; total 92 cents. All rail, Pendleton to Boston, baled wool, \$1.46. Saving, via water route, 54 cents. La Grande, Oregon, to Portland, 55 cents; Portland to Boston, 45 cents; total, \$1.00. La Grande to Boston, via rail, \$1.53. Saving, via water route, 53 cents. Huntington, Oregon, to Portland, 67 cents; Portland to Boston, 45 cents; total \$1.12. All rail route, Huntington to Boston, \$1.63. Saving, via water route, 51 cents. Vale, Oregon, to Portland, 73 cents; Portland to Boston, 45 cents; total \$1.18. Vale to Boston, all rail, \$1.73. Saving, via water route, 55 cents. Caldwell, Idaho, to Portland, 76 cents; Portland to Boston, 45 cents; total \$1.21. Caldwell to Boston, all rail, \$1.71. Saving, via water route, 50 cents. Mountain Home, Idaho, to Portland, 82 cents; Portland to Boston, 45 cents; total \$1.28. All rail rate, Mountain Home to Boston, \$1.53. Saving, via water route, 53 cents. Pocatello, Idaho, to Portland, Oregon, \$1.91; Portland to Boston, 45 cents, total \$1.46. All rail rate Pocatello to Boston, \$1.54. Saving, via water route, 8 cents.

In this illustration we have used the Oregon-Washington Railroad & Navigation Company rates in Oregon and the Oregon Short Line rates in Idaho, but the same reduction in rates will apply when used in connection with shipments from Nevada, Southern Utah, and to a lesser degree in Arizona. It will be noted that from many stations a saving by shipping west of more than half a cent per pound can be effected. In fact, at every station where even a nickle per hundred can be saved, the grower should choose the water route. No justification can be found for shipping a single pound of wool east-bound if a lower rate exists when it moves west. The woolgrower who would waste money by paying the higher rate is not entitled to any consideration. Wool will reach Boston via the Canal probably in less time than if shipped by the all-rail route, and it will reach there in better condition and weigh about 2 per cent more. If the wool grower sells his wool at the loading point, he must of course in arriving at its value take into consideration the freight to market, for that is invariably paid by the grower. When estimating

this freight, nothing but the lowest rate should be used regardless of whether it be by rail or water. The fact that the wool buyer may intend to ship the wool by rail should be of no concern to the wool grower. He is entitled to sell his wool on the presumption that the buyer is going to use reasonable efficiency in getting it to market.

It will be noted that all-rail rates used in this comparison are the rates on baled wool which are 15 per cent lower than on sacked wool which we have always paid in the past. When the rate case was decided the Interstate Commerce Commission said that baled wool should take a rate 15 per cent lower than sacked wool because more could be loaded in the car. The railroads put the baled rate into effect on all wool moving east, but refused to provide rates on baled wool moving west. Technically that had a right to do this because the Commission's order referred to eastbound shipments. However, under the circumstances, it is little short of an outrage for the roads to fail to give a rate on baled wool moving west 15 per cent lower than the present rates. There can not be the slightest doubt that if the question was presented to the Commission they would order the roads to put in a rate on westbound baled wool 15 per cent lower than the present rate.—National Woolgrower.

Gold Discovery in California. THEN

Sixty-seven years ago today, John W. Marshall, a native of New Jersey, discovered the first gold field in California, at Coloma, El Dorado county, about forty miles east and north of Sacramento. Marshall had entered into a sort of partnership with John A. Sutter, a Swiss, and ex-French army officer, who had settled, nearly a decade before, where Sacramento now stands, and had secured from the Mexican Government large land grants, and who owned vast herds and maintained hundreds of native retainers. Marshall was at Coloma developing crude waterpower on the American river to drive a sawmill. A long trail-race had been dug. In walking along this trail-race early in the afternoon of January 24, 1848, Marshall noticed some tiny, dull-yellow lumps mingling with the newly excavated earth and water. Debating whether it was worth while to bend his back to investigate, he finally picked up several, deciding, upon examination, that there was a bare possibility of their being gold. Two or three days later, having gathered a small pouchfull, he rode to the Fort, as Sutter's headquarters was called, and summoned that potentate to a mysterious conference. From various crude tests there instituted it was determined that the lumps were, in truth, nuggets of almost pure gold. California had been under exploration for 300 years and for nearly a century had been occupied by Spaniards, Mexicans and Americans. There government passed to the United States.

a common source, high in the Sierras—a mountain of pure gold—and scores of expeditions to search for it were undertaken. Gold quartz, discovered in 1851, dispelled that theory. Some of the ledges located in that year have been followed into the earth slanting distances of over a mile and are still being worked. During the thirty years following 1855, some \$300,000,000 was extracted from the hills of northern NOW

Today, California has produced approximately two billion dollars in gold, the government's incomplete records placing the sum at about \$1,700,000,000. The high mark was reached in 1856 with \$57,509,411. The present output is about \$21,000,000 annually. Notwithstanding efforts on the part of Sutter and Marshall to suppress it, news of the discovery soon leaked out and by mid-summer of 1848 virtually the whole Californian populace had turned to gold-seeking. The treasure was found everywhere, in the hills and gulches, for 300 miles along the Sierras. Nuggets worth from \$1 to \$20,000 were of common occurrence. It is estimated that ten million dollars had been scooped up by the close of 1848, before the mighty rush from the east set in. The early gold-seekers, having no knowledge of mining or metallurgy, believed that the deposits had washed down from countries by the hydraulic process. This was finally prohibited by law owing to the huge quantities of debris, washed down upon the valleys. The migration to California transcended any similar occurrence in history, over 100,000 crossing the plains or going by sea in 1849 alone.—Klamath Falls Northwestern.

STRAINING A POINT.

Chancellor von Bethmann-Hollweg drops into casuistry in the manner of his finding Great Britain responsible for the present war in Europe. If Russia had not been fortified with the British alliance, he said to the correspondent of the Associated Press, she would not have committed the overt acts which forced the Kaiser to mobilize and to declare war.

This is probably a not inaccurate estimate of the forces at work in European diplomacy during some weeks preceding the opening of hostilities. It is not unlikely that, without the British alliance, the czar would have been much less bellicose. The Russians have been seeking an opportunity for wiping out the Japanese defeat, but naturally they would have

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been slow to enter upon a war with Germany and Austria, even with France as their ally, if unable to count, also, upon British aid. A nation aiming at the wiping out of the stain of one defeat with the glory of a victorious war, must calculate carefully against the chance of deepening and widening the first stain with another.

But holding Great Britain responsible for the war because one of her allies forced it, on the strength of the alliance, is casuistry, unless the Chancellor has evidence showing that British diplomacy urged Russian temerity into taking the action which forced the German declaration. But casuistry or even worse things, would be welcome could they enlarge all nation's sense of the moral responsibility they assume in making offensive and defensive compacts, and so put an end to triple ententes, triple alliances, or whatever new names diplomacy may invent for such things in future.—St. Louis Globe-Democrat

THESE ARE STIRRING DAYS IN OREGON LEGISLATURE.

The two women of the Oregon legislature have held a caucus. Factious writers (male) will take delight in subtly suggesting that Miss Senator Clark and—we would not dare call her Miss Representative Towne, because that would be an evil pun—conferred as to whether the speaker's hair should be "done" in flowered cretonne. This sort of thing will never do. It is, at best, a decayed brand of humor that represents our franchise-dowered womankind as lapsing into the frivolous.

It should not be difficult to imagine what the Oregon women legislators caucused about. People in Oregon never did talk about more than one thing—the one being politics. Politics is the great product of the commonwealth of Oregon, as climate is of California. Oregon has no time to attend to anything but the making of new laws and the selection of those who are to make the new laws. It is the nation's great laboratory of legislation and it itself the dog on which its own remedies are tried. Out of the mouths of Oregon babes come remarks on local self-government and the like. If flowered cretonne ever entered the heads of Miss Senator Clark and Representative Miss Towne then W. J. Bryan is a wine bibber.

And then the scenes of deference, of courtesy when Miss Clark entered the senate! Bows, smiles, adjusting of cravats, removal of feet from desks, disappearance of cigars! Masterful manipulation in committee to get one's desk more favorably located. Harsh, down-on-the-farm language reserved until after session

hours. What esthetic delight there is in being an Oregon state senator! We must not, however, have anything of the kind in our own state assembly. There is too much social life in Olympia as it is, and efficiency experts in both houses gnash their teeth in vain as their butterfly colleagues dash off on week-end trips.—Spokesman-Review.

LOCAL AND PERSONAL

George Flint came up from Lexington Tuesday.

N. M. Johnson of Gooseberry was in Heppner Tuesday evening.

Mrs. C. C. Rhea, of Rhea creek, was a Heppner visitor yesterday.

Lou Ziegler is on the sick list this week, with an attack of la grippe.

Minor Bros. shipped two cars of cattle to the Portland market Monday.

E. E. Gillam has purchased the Jess Hall property on Baltimore street.

J. F. Vaughn is in Portland this week attending the convention of Retail Hardware men.

J. W. Ball of Sumpter, is visiting at the home of his daughter, Mrs. G. W. Jackson, in this city.

J. H. Gemmill is in poor health at this time and is confined to his home a large part of the time.

B. F. Swaggart, "Mule King" of the Northwest, was transacting business in the county seat yesterday.

Rev. T. S. Handsaker went up to Walla Walla Tuesday, where he will remain three or four days on business.

Mack Smith is suffering an attack of inflammatory rheumatism, the same having settled in one of his ankles. He is able to get about with the aid of crutches.

J. C. Turner, a prominent farmer of Weston, spent a couple of days in Heppner this week. Mr. Turner has been visiting various sections of the Northwest the past few weeks. He likes our town.

J. T. Michell and wife, of Peace River Crossing, Alta., are visiting with relatives in Heppner. Mrs. Michell is a sister of Mrs. W. E. Pruyne and George, James, Charles and William Thomson of this city.

W. P. Mahoney of Bonners Ferry, Idaho, is spending a few days in Heppner visiting with his brother, T. J. Mahoney and family. Mr. Mahoney has just been up at Boise with the legislature, in the interests of a

county division for his section.

Harry Cummings is now in Portland enjoying a visit with his family. He expects to remain there until Spring, when he will again return to Heppner to look after his nursery.

In a letter to this office he says that Mrs. Cumming's mother is enjoying splendid health at the present time. Weather in Portland according to Mr. Cummings is very disagreeable and if the people there only knew what a great climate we have in Heppner, a great influx of people would be the result, is his belief.

All young men afflicted with visions of a wedding or engagement Ring kindly remember we have in stock a sure and reliable cure. Haylor.

Falls Chalet, an attractive hotel on the new Columbia highway, was destroyed by fire last Saturday night. The hotel was located 22 miles east of Portland and was a popular resort for autoists. The building was owned by Mr. and Mrs. H. W. Moffet of Latourell and the total loss is estimated at \$13,000 with some insurance.

Bills allowed at January, 1915, term of County Court.

Table with columns: General Fund, Amt., John Kilkenny, salary and expenses, 29.10, Loy Turner, Surveyor, 2.50, Geo. McDuffie, Sheriff's exp. (Oliver Wisbey), 24.45, Glass & Prudhomme Co., Bill L. Ziegler, Court House work, 4.00, Chas. Ayers Court House work, 2.00, Claude Keithley, Tax rebate, 4.25, A. L. Cornett, Justice Court, State vs Quinn, 5.85, John Breen, Witness, State vs Quinn, 16.00, Frank Kiernan, Witness, State vs Quinn, 16.00, Oscar Borg, Court House clock, 6.00, Barthold Barg Co., bill, 16.40, Road Fund, J. B. Culleck, labor Dist. 2., 9.41, J. T. Ayers, labor Dist. 2., 4.93, Wm. Ayers, labor Dist. 2., 18.00, J. B. Culleck, labor Dist. 2., 22.50, Geo. Perry, Jr., labor Dist. 2, 10.50, F. Remington, labor Dist. 2, 10.50, L. Perry, labor Dist. 2., 8.75, L. C. Cason, labor Dist. 2., 8.75, Geo. Perry, Sr., Meals, 30.75, Geo. Perry, Sr., Team, 18.25, G. L. Cason, labor, 8.75.

(1585) La Grande \$9 List No 014245 NOTICE FOR PUBLICATION. United States Land Office. La Grande, Oregon, January 25th, 1915. Notice is hereby given that the Northern Pacific Railway Company, whose postoffice address is St. Paul, Minnesota, did on the 19th day of

January, 1915, file in this office its application to select under the provisions of the act of Congress, approved July 1, 1898 (30 Stat. 597, 620.) NE 1/4 NW 1/4 Sec. 25, Tp. 3 S., R. 29 East, W. M.

Serial No. 014245

Any and all persons claiming adversely the lands described, or desiring to object because of the Mineral character of the land, or any other reason, to the disposal of applicant, should file their affidavits of protest in this office, on or before the 17th day of March, 1915.

F. C. BRAMWELL, Register. Publish in Gazette-Times, located at Heppner, Oregon. J 28-6t.

APPLICATION FOR GRAZING PERMITS.

Notice is hereby given that all applications for permits to graze cattle, horses and sheep within the UMATILLA NATIONAL FOREST during the season of 1915, must be filed in my office at Heppner, Oregon, on or before February 28, 1915. Full information in regard to the grazing fees to be charged and blank forms to be used in making applications will be furnished upon request. W. W. CRYDER, Supervisor.

U. S. FALLS TO THE REAR

The United States will drop from third to fourth place among the world's sea powers with the completion of all ships under construction up to July 1, 1914, according to the calculations in the Navy Year Book, issued last Friday by the Senate naval committee. France will move from fourth to third place, according to the official table.

With the outbreak of the European war, information as to the naval programmes of the belligerents was no longer available, and the book contains only a list of the vessels lost in action during the war up to January 1, 1915, to supplement figures for construction prior to last July.

Table comparing naval tonnage: Completed and build- ing, July tonnage 1, 1914. Great Britain 2,157,850 2,714,106. Germany 951,713 1,306,577. United States 765,123 894,889. France 688,840 899,915. Japan 519,640 699,916. Italy 285,460 497,815. Russia 270,816 678,818. Austria-Hungary 221,526 347,508.

Why go to the trouble of baking when you can buy the best of bread at the Heppner Bakery.