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MORROW COUNTY OFFICIAL PAPER

Thursday, September 23, 1915.

MERCHANT MARINE AND SENSE.

In a well pointed editorial, the St. Louis Globe-Democrat, in a recent issue gives its opinion of the seaman's act passed by the last Congress and which is slowly but surely killing the American merchant marine. It is as follows:

Speaker Clark, in a side remark during his address to the Missouri Association of Highway Engineers, declared: "At one time the American marine was the greatest on the seas, and if we act with any sense we will have it again." This is a sentiment that should appeal to every loyal American. But there will be some divergence of opinion as to what constitutes sense. Certainly what the last Congress did and what it attempted to do showed a poor quality of sense. The seamen's act, which will go into effect in November, will largely increase the cost of operating American vessels. Already the Pacific Mail has sold out and Pacific foreign shipping will be in the hands of Japanese and Chinese. While 363 crafts of all kinds sought the protection of the stars and stripes after the great war started, we may expect to see most, if not all, of them back under foreign flags when the war ends. Most of them were American-owned before the war and used foreign flags only because of the excessive cost of operation under the old American navigation laws. The new act will greatly add to the cost.

We infer from Mr. Clark's remarks that he is committed to the ship purchase project the president, the secretary of the treasury and the secretary of commerce ineffectually pressed at the last session of Congress. The threat that the government was going into the shipping business, backed by all the resources of the treasury, not to make money but to improve shipping facilities, checked private enterprise. The proposed investment would buy but a few vessels but they would be enough to demoralize rates. If Mr. Clark would encourage the American merchant marine, let him urge that great marine authority, Representative Alexander of Gallatin, Mo., chairman of the House Committee on Merchant Marine, to give heed to the practical suggestions submitted to him by men who have had experience in practical shipping and know what should be done to enable American shipowners to compete in foreign commerce with the rest of the world. Or if we are to transform the lot of the sailor, let us pay the difference in cost of operation under the new conditions. It is no sense to impose unreasonably hard conditions on our shipowners or to threaten them with competition by vessels whose deficits are paid by the taxpayers.

"Motoroad" is the name of a new beautifully illustrated magazine that came to our desk the past week. As the name implies, it is devoted to motorings, good roads, outdoor activities and the scenic resources of the Pacific Coast. The paper, which is published in Portland, is edited by Charles Warren Myers. Joseph R. Gerber is the business manager. Vol. 1, No. 1 of this magazine contains some beautiful views of the new Columbia highway and some very interesting articles by Leslie M. Scott and Samuel C. Lancaster. "Motoroad" has a place to fill in the magazine field in Oregon and we predict success to its promoters from the very start.

The Morrow County Fair Board expects to clear the association of debt as a result of good financial management and the liberal patronage of the people given the fair just closed. If this result is accomplished the future success of the fair is assured, and the Board will be enabled to offer more attractive awards along some lines. This should apply particularly to the stock exhibits, which have to date been very disappointing, largely because of a lack of sufficient funds for making the awards attractive to the farmer and stockraiser. Better results will be looked for here next season.

Those who contributed to the fund to assist in sending the Morrow County exhibit to the State Fair and the Portland show have given a practical demonstration of their faith in our section. No better way to advertise Morrow county has yet been devised, and the money thus expended will be returned many fold in days yet to come. We shall confidently expect, also, that the Morrow county exhibit will carry off the usual number of blue ribbons.

More than 70 pupils enrolled to date in Heppner High School, and more are coming. Verily, it begins to look like the new school building will be crowded to the limit and before many years more room will have to be provided.

THE DREAMS OF GENIUS.

It has been some weeks since our immortal inventive geniuses were set to the task of providing a new and simple means of National defense. The idea of thus outwitting the ponderous devices of Mars originated with the genial naval humorist, Secretary Daniels. Necessarily Secretary Daniels had no particular line of inventive procedure in mind and that was left to the matchless ingenuity of brains that find the solving of such profound problems daily amusement. It was suggested that perhaps some means of sinking vessels by electrical waves from hidden shore batteries could be devised. However, that was a mere suggestion. The inventors might perfect a means of sinking warships by wireless if they saw fit. Anything was satisfactory to Mr. Daniels, seemingly, except a larger and more adequate Navy.

So far, the method of protecting our shores through the medium of our inventive genius has not been perfected, but while we are waiting for the solution of the trifling problem it might be well to review the result of similar activity in Europe, where Secretary Daniel's idea appears to have occurred in several thousand minds of similar trend.

A Petrograd correspondent of the Philadelphia Ledger notes that the Russian War Ministry had several highly developed plans submitted for establishing Russian supremacy over the Kaiser's hosts. In fact, the total number of plans during the year was 17,000. All but 100 of these ideas it is recorded, were clouded by the heavy odor of mandragora, while all of the practicable 100 were rusted by the mists of antiquity. Russian inventive patriots were invited to assist. The Ministry had real business at hand. What Russia needed was men and guns, not idle dreams.

It is not strange that among the 17,000 assorted plans was at least one that contemplated eliminating the enemy by electrical waves. It is noted that one plausible genius named Voyvitch inveigled the military authorities to a demonstration of his device for annihilating Germany, Austria and Turkey with artificial lightning flashes. Of course his contrivance didn't work and the failure disgusted the observers, including Voyvitch's wife, who promptly left him. Doubtless he has since directed his inventive skill to providing mechanical means of performing household duties.

In Germany the inventors and cranks are equally busy. Some of them are rendering valuable assistance, but they are the practical men who concern themselves with submarines, flying machines, big shells, and high explosives. The only real innovation that has come from them has to do with chemical processes for generating poisonous gases. A correspondent describes some of the more "ambitious" plans which provide for a little of everything from drowning out hostile nations to changing the laws of Nature in Germany's behalf. A Hungarian genius is going to put a quick end to the allies when he perfects a few minor details of his pet idea. He has discovered a method of altering climate. When his completed formula is put to work it will reduce the temperature to a point at which a polar bear would promptly stiffen and die. A cold reception is in store for the allies when this creative mind gets his plan in operation.

Another one, named Akkermann, has a plan that will render his home town of Munich immortal. The model is already complete. It provides a huge tunneling machine which moves under armies at the rate of five miles a day, thus paving the way for German divisions to spring up in the rear of their foes. If this subterranean monster does not end the war the gun of another German genius named Melnicke will surely do it. This gun will throw shells an incredible number of miles and has a trajectory calculated to threaten the solar system. Still another one is perfecting a system of magnets that will dispose of the allied navies by drawing them out into the zone of submarine activity. Another one had a fine idea for flooding half of Poland by making use of the Vistula, but the doughty German army ran the Russians out of that territory before this budding genius could make his name immortal.

Meanwhile British genius appears to be confined to literary and lingual activities applied to the field of coaxing recruits into the ranks and explaining why these recruits don't do something after they are trained. Frenchmen, for their part, seemingly are too busy conducting the major portion of the allied fighting to waste time and energy chasing inventive will-o'-the-wisps.—Oregonian.

UNITED STATES' FAILURE TO CREATE ITS OWN MERCHANT MARINE.

It was the rare good fortune of the chamber of commerce yesterday to hear J. Cloat Fassett of New York speak about the mercantile marine of the United States. His legal training newspaper work and public life as a congressional representative and his extensive interests in banks, farms and mines have adequately equipped him for broad discussion of such a national problem. If the chamber could frequently hear such speakers on economic affairs they would add greatly to the value and interest of the weekly gatherings.

Mr. Fassett's illuminating and informative address swept the whole field. Among the many matters touched upon were the service of a merchant shipping to the national navy, the service an American oceanic marine could render to the producers of this country and the saving of over \$200,000,000 in oceanic freight charges annually to this country.

One of the reasons why England always has all the men it needs for its enormous navy is that it has the greatest amount of mercantile shipping in the world. This provides scores of thousands of experienced hardy and skilful seamen and hundreds upon hundreds of those auxiliary craft that the navy requires for efficient and successful operation. The

experience of the American navy in the wars of 1776, 1812 and 1861, when the splendid sailors of our Atlantic coast manned our fighting ships, shows that an oceanic mercantile marine, when we again have one, will prove an invaluable resource for the navy of the United States.

One of the things American producers must soon acquire is extensive foreign markets. Our domestic markets begin to approach the point of saturation, and new markets abroad should be systematically opened and developed. As effective a means as any of achieving this industrial and commercial expansion is the creation of an oceanic mercantile marine to carry our goods in our own bottoms and bring back imports in American ships. National merchant marines are a source of the success of England, France, Germany and Japan in gaining markets in Africa, Australia and South America. We can not expect to cope with our foreign competitors in these markets after the war unless we have ocean-going ships of our own.

The expense of transporting American exports and imports in foreign craft constitutes an economic drain upon American resources. Mr. Fassett declares that our freight bills annually run from \$210,000,000 to \$250,000,000 paid to European, Japanese and even Chinese carriers. An oceanic mercantile marine of our own would cause this expenditure to be paid to American carriers, lessen the cost of imported commodities and enrich our people proportionally.—Spokesman-Review.

THAT DESIRED BILLION-DOLLAR LOAN.

Great Britain wants to borrow a billion of dollars from our interest gatherers with which to buy of American producers, war material. It no doubt would be a good thing for our country if a billion of dollars could be taken from the vaults of the capitalists and put into active circulation in the trade centers of the republic. It would quicken business everywhere.

But what are Great Britain's securities. She has much property, real and personal, and very confidently expects, when the war ceases, to practically control the world's ocean trade, as much as she did thirty years ago before Germany began her wonderful commercial expansion. But is she sure of this? Germany is living on her own resources, and calling upon her own people to sustain her, and then her expectation is that a prostrate world will reimburse her. The other day in calling for subscriptions to another war loan the German secretary of the imperial treasury said:

"Our economic future must be freed from the economic burden of war. The heavy burden of thousands of millions will be borne thru decades by the instigators of the war and not by us."

There is nothing on either side to indicate that there is any disposition to bring the war to a close, rather a determination to fight on until the other side is subdued, so utterly that what is left can be taken as spoils of war, and both England and Germany is anticipating, that after the war shall have ended one of the results will be that the conquering power will assume control of the world's commerce. This is so apparent that it has a look as though the war was originally sprung to accomplish this very purpose. This fact ought to be a serious one in the minds of the American capitalists who are considering whether to make the loan desired by England. Half the sum desired would make our country the dominant one in the world's trade and pay better interest than the whole sum would if loaned to Great Britain.

We claim to be a world power, but never can lay a just claim to that title so long as we utterly neglect any effort through which to supply on the sea an object lesson that will prove to the less enlightened nations of the earth that we have any existence.—Goodwin's Weekly.

WHAT IDIOTS WE ARE!

In the most famous pulpit in the world, one of the most famous preachers of the world confessed Sunday that "life long ambition for wealth and power has utterly crushed my life."

It was Henry Ward Beecher's old pulpit in Plymouth church, Brooklyn, and the preacher was Dr. Newell Dwight Hillis. He said, "these ambitions have brought me to the brink of poverty, and humbled me so that I am not worthy to unloose the shoe latches of a poor worker in the slums."

The indictment of ambition "for wealth and power" is not new. It is only personal testimony as to a bitter experience from a new source.

It is the human bent for riches that makes countless millions mourn. It is the "ambition for wealth and power" by rulers that has made a cockpit of Europe and drenched a continent in blood.

The great sin of the world is avarice. It robs a beautiful world of much of its loveliness. There could be an existence on earth of sweetness and joy and gladness. Nature and the Omnipotent have placed here everything for the complete happiness of the race. The forests, the beautiful mountains, the lovely valleys, the rivers, the birds, the changing seasons and all the infinite variety of delightful environment are an Eden if mankind would only seek to make it an Eden instead of a shambles and a cockpit of struggles.

But Mammon has been lifted up to be worshipped. There is an idolatry of dollars. Society is a maelstrom of selfish "ambition for wealth and power." The very children, by the stray thoughts that drift from the parent, are taught that the ultimate end and aim of life is gold, gold, gold.

And so the struggle goes on. It crushes the weak under the juggernaut of ambition. The strong, comparatively few in number, drive ruthlessly on, reckless of the conse-

quences to those who have not the strength and facilities to compete. Strong as he was, Newell Dwight Hillis, famous clergyman, was struck down by the chariots and his career crushed. There is no check, no hindrance, no let to the madness of the age.

And so there are orphans' tears and congested slums and the struggles of toiling women, and the hopelessness and weariness and crimes and moans and sighs and sorrows in a world that ought to be and could be a place of beauty and pleasure and gladness.

What idiots and fools we are!—Oregon Journal.

Last week's issue of the Stanfield Standard concluded that paper's life in the journalistic field, and it is followed by the Oregon Optimist, another weekly, with S. Norton Bobo as publisher. This new paper will include the whole of Eastern Oregon in its field and will work at all times for bigger and better things for this section.

IONE.

Perry Hopkins is very busy these days doing some carpenter work for Mrs. M. Jordan.

Jessie Vickers of Heppner was on Ione visitor this week, being the guest of Miss Zelma Engleman.

Mat Halvorsen went down to Portland with a load of cattle last Sunday where he will spend a few days.

Dr. Turner and wife were located at the Ione hotel for a day this week. They left for their next stopping place.

John Olden was in from the ranch last Monday with a load of eggs. John says the roads are, well, you can guess.

Orin Grabill went up to Pendleton for a few days last Wednesday. He will probably let 'er buck while he is up there.

Mrs. M. Jordan was a passenger to Pendleton on last Wednesday's train where she will visit with relatives for some time.

Dick Sperry was on last Wednesday's train bound for Pendleton where he will be able to let 'er buck for a few days.

Uncle Mun has joined the plumbers union and is busy shining up the plate glass front of Ione's plumbing establishment.

Linnie Pennington was a passenger bound for Pendleton last Wednesday where she will visit with friends for a few days.

Phil Doherty, after spending a few days out on the ranch, departed last Monday for North Powder, where he has his sheep located.

There was a large crowd came down from Heppner on Sunday's train, all looking as if they had been having some good time.

Mrs. Chas. Allinger and daughter Lillie were passengers to Spokane last Monday where they will visit with friends for some time.

These chilly mornings that we are having makes a fellow wonder how much coal he has in his bin, and how long his woodpile will last.

Mrs. E. J. Bristow and her children, who have been up at Walla Walla taking in the Frontier Days, returned to her home at Ione Monday night.

We see Motor-cycle Charlie on our streets every day. While he is not the dare-devil that Motor-cycle Mike used to be, he makes Maud get there to beat the band.

Tindall Robinson's wife, who has been in Portland for a short vacation, got off the train one night last week. Tindall met her at the depot and they jinedyed home.

Tom Dorman was a passenger on last Monday's train for Ferdinand, Idaho. He will go from there to his daughter, Mrs. Bud Nolan, where he will visit for a short time.

The new water tank that the railroad has been building is just about completed and by the size of it we would think that these iron horses must be very thirsty creatures.

E. R. Lundell went out to his ranch to finish up threshing. E. R. had a big run and has several days yet. We hope he gets through all O. K. as he is the last fellow out this year.

Dek Turpin, who has been on the sick list for several days, is feeling a whole lot better. He and his mother will go up to Pendleton Friday and enjoy the last day of the Round-Up.

Mr. Miller and family, who have been visiting with their daughters, Mrs. J. H. Blake and Mrs. W. J. Blake, left Ione last Wednesday for Weiser, Idaho, where they expect to locate permanently.

Miss Brown, a sister of Mrs. Beech Haines, who has had to go on crutches for some time owing to an injured member, has discharged the crutches and is going to school. She gets around as well as ever again.

Mrs. Walter Eubanks, who has spent the summer in and about Ione returned to her home at Pendleton last Monday. She was accompanied by her sister, Mrs. Lethia Woods, who will visit with her for some time.

Last Monday night a dance was given in the skating rink and while the crowd was not as large as it might have been, there was a good bunch there. The music was furnished by Bowker's orchestra of Portland and was a little the best we ever have had the pleasure of hearing.

"Diamond From Sky" Starts at Star.

"The Diamond From the Sky" will open at the Star theater tomorrow night, when the first chapter will be shown. Lottie Pickford, sister of Mary Pickford, is the leading lady in this picturized romantic novel. Manager Sparks is offering an additional attraction some vaudeville by Billings and Billings. The feature of this show is the five-year old Reynolds Billings, who is said to be one of the greatest child delineators before the public today.

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