

THE GAZETTE-TIMES.

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MORROW COUNTY OFFICIAL PAPER

Thursday, July 20, 1916.

NORMAL SCHOOL BADLY NEEDED

Chiefly among the reasons advanced by the advocates of the proposal to establish a state normal school at Pendleton is the utter lack of proper facilities for the training of teachers in the schools now maintained by the state. This is due to the reason that neither of the cities in which these schools are now located have a public school enrollment sufficient to give the teachers in school the proper working in practical teachers. Also the fact that only 13 per cent of the school teachers in Oregon have normal training. The location of the school at Pendleton would remedy many of these defects, give a more proportional representation to the education interests of Eastern Oregon and provide a better means of giving these educational advantages to the teachers. It would also bring the profession into better standing and prevent many prospective teachers from going out of the state to get their normal school training; has a public school enrollment of more than a thousand pupils, and the movement has the endorsement of the heads of every educational institution in the state, practically every teacher and every county school superintendent.

Villa is dead again—so it is reported.

Orpet has been acquitted on the charge of murdering Marion Lambert. Whether he was really guilty or not of the actual murder, will always remain a big question in the minds of many. One thing sure, he was in a high degree responsible for the girl's death and that in itself should prove punishment from a guilty conscience in the days to come.

The Germans have achieved a great victory in running the gauntlet of British dreadnaughts and mines with their new submarine merchant ship, the Deutschland. If they succeed in opening up a line of trade communication with the United States in this manner the result will have a tremendous effect on the final outcome of the war; for if Germany can successfully run the blockade, she will not be as easily starved out as England has so freely predicted. The ever-inventive Teuton has promised to go to the submarine one better, and it is predicted a line of Zeppelins will soon be crossing the Atlantic with cargo.

YOU'RE EYES



DR. D. R. HAYLOR, EYE SPECIALIST

OF PORTLAND, NOW PERMANENTLY LOCATED AND OFFICE WITH HAYLOR THE JEWELER, HEPPNER, ORE., WILL BE IN YOUR CITY ON THE FOLLOWING DATES. IN FITTING GLASSES I DO NOT DEPEND ALONE ON THE TRIAL CASE AND UNRELIABLE QUESTIONING OF THE PATIENT, BUT INSTEAD, BY THE USE OF THE MOST MODERN AND UP-TO-DATE ELECTRICAL INSTRUMENTS BY WHICH WE ARE ABLE TO SEE THE EXISTING CONDITION OF THE EYE AND GIVE THE PROPER CORRECTIONS WHERE GLASSES ARE NEEDED.

The Fitting of Glasses Alone May Relieve but Will Not Cure All Cross Eyes or Relieve Many Other Cases of Muscle Trouble

SUCH AS HEADACHE, PRINT RUNNING TOGETHER, DOUBLE VISION, OR OBJECTS DANCING AROUND. THESE CONDITIONS MANY TIMES REQUIRE DAILY MUSCLE TREATMENT AND ATTENTION OF A COMPETENT EYE SPECIALIST. BEING PERMANENTLY LOCATED IN HEPPNER I ASSURE YOU RELIABLE AND EFFICIENT SERVICE AT ALL TIMES.

I WOULD ADVISE ALL WISHING TO SEE ME TO COME EARLY IN THE WEEK, THEREFORE THOSE NEEDING TREATMENT WILL HAVE THE ADVANTAGE OF THE WEEK'S TIME.

WILL BE AT

HARDMAN, JULY 27 to 29
MONUMENT, JULY 30 to AUG. 5
LONG CREEK, AUGUST 6 to 9.
SPRAY, AUGUST 10 to 12

LANE COUNTY WOULD HAVE SYSTEM OF ROAD BUILDING.

Lane county would have a system of road building. At least, the Eugene Register advocates that a system must be adopted there before the county can arrive at any degree of success in the building and maintaining of permanent roads. The Register outlines a system and it is as follows:

Let the present county court call into conference its engineer and its roadmaster and with their assistance design a system of market highways that will meet the market needs of every section of the county. After it has designed this system let it call in the representatives of the various business interests, including the grange, the commercial clubs and the business men's organizations, lay its plans before them and call for suggestions so that the ideas of all may be obtained. Then, when a satisfactory system of market roads has finally been mapped out, let the court adopt it by a formal order—an order that by mandate of the public, at least, will be binding on future courts.

After the system has been adopted, let the court then set apart a certain sum each year for grading, draining and graveling these main artery roads and putting them in the best possible condition for year-round travel. The sum should be a considerable one and the work should be done in the way that will get the most in the way of results for every dollar that is spent. This plan naturally contemplates patrolling every mile of road thus improved, for the patrol system is absolutely essential to the maintenance of good roads.

With such a system of market roads reaching every section, Lane county's transportation problems would be very nearly solved. The alleged necessity for a heavy bond issue for costly paving would be done away with, yet we should be in the best possible position to pave as soon as growing property values make such a course advisable. The work of grading, drainage and graveling would not be lost, for a hard surface could be laid on the existing grade if future conditions justify hard surface pavement.

Still more important, the waste that is due to lack of a comprehensive and permanent plan of road improvement, would be eliminated. We should be working toward a certain, definite end. We should be substituting a system for chaos. The plan is worthy of study.

Of all the big cities in the states of Oregon and Washington affected by the prohibition law, Seattle seems to be taking it the hardest. Since the law became operative, it has been one continual round of battle between the wet goods artists and the enforcers of the law. Thousands of gallons of beer and hard liquors have been seized by officers and poured into Puget Sound. The excitement reached a climax this week when one man was killed and two others wounded while two officers were attempting to raid a place where liquor was being served. In Idaho, the importation of intoxicating liquor is not allowed. If Washington had this law, the Seattle tragedy may have been averted.

SHOULD ARBITRATE.

Ordinarily the public is not concerned with controversies between the railroads and their employees, but when a controversy reaches a state where a general strike and interruption of the service is threatened then the general public is bound to take notice.

Employees in train and engine service on the railroads of the United States have demanded an increase in wages approximating \$100,000,000 a year, although they are now the highest paid class of labor in the world. The railroad managers have refused to arbitrate and are taking a strike vote.

It may as well be understood at the start that the public is not going to sit idly by and fail to invoke its sovereign power. The railroads not only are public servants but as such have become a public necessity. To suspend operation or to seriously impair the service would entail both great loss and great hardship. Such a situation is at once intolerable and the public will not suffer it to exist.

The public will expect the trains to be run and business transacted in the usual orderly manner. Settlement of the differences between the railroads and their employees must be effected without interruption of the service. If the present employees strike and refuse to operate the trains, then it is up to the management to fill their places with other men. The trains must be operated. The public will stand firmly on its rights in this respect.

The public will be all the more determined by reason of the refusal of the employees to arbitrate. For the principal of arbitration has been recognized and crystallized into law by all civilized nations and peoples.

If the demands of the employees are just they have nothing to fear from arbitration. If the demands are unjust they should be acceded to. In any event the American people are committed to the principles of arbitration and they will stand on their sovereign right to exact obedience on the part of anyone. Under no circumstance or condition will the people suffer hardship or inconvenience resulting alone from a defiance of this principle by either the employer or employee.

In commenting on this proposed nation wide strike, the National Bank of New York says: "The consequences of a tie-up of the railways would be so disastrous that the public scarcely credits the possibility."

"The railroads have proposed that the entire controversy be submitted to the Inter-State Commission for adjudication but offered to agree to arbitration under the Newlands act."

"This offer makes a strong appeal to the public. The members of the Inter-State Commission are the best informed men upon the railway situation in the country. They know whether it is practicable to reduce the train runs to eight hours without reorganizing the whole service, and greatly increasing the costs of operation. They know how the wages of the trainmen compare with the wages of other railway employees, and with wages in other occupations. They know all about the ability of the companies to pay higher wages and whether or not it can be done without increasing rates. They can consider the entire subject of railway income and disbursements together and if they conclude that wages should be higher, they would have, what nobody else would have the power to adjust rates to meet the new requirements. It cannot be said that the Commission is either without adequate information or the judicial qualifications to deal with the case. The more the proposal is considered the more clearly it will appear to be the best possible disposition of the matter."

"It is not reasonable on the part of the trainmen to demand that their claims for more pay shall be allowed under duress, because they have power to tie up the transportation systems. The day has gone by for either the managers or employees to attempt to settle such an issue by force, without regard for the vast public involved."

La Grande has entered the metropolitan class by putting on a "speed 'em up" day. Motorcycle races will feature the day's attraction in that city.

Don't forget—the Morrow County Fair dates are set for September 14, 15 and 16.

Now if we only had the grain elevators.

In our last issue we made the statement that R. B. Wilcox purchased his silo material from the Tum-A-Lum Lumber company at Lexington for \$192.00. In order that this may not be misleading or appear inconsistent with the prices now quoted by this company for their hundred-ton silo we will say that Mr. Wilcox contracted for his silo 18 months ago. Since that time the price of lumber has advanced somewhat and the present cost for such a silo would be \$259.00. We make this explanation in behalf of the lumber company, for fear it might place them in a bad light in view of our article of last week. Their price on silos includes everything—hardware, cement, lumber, building paper and paint.

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John Garsides was taken to the Heppner Sanatorium on Wednesday, suffering from an attack of pneumonia. His condition is reported improved at this time.

ICE FOR SALE—Stores supplied at \$12.50 per ton and ice delivered at your residence for one cent per pound. Phone City Meat Market, Main 563.

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