

EDITORIAL SECTION

THE GAZETTE-TIMES

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OFFICIAL PAPER FOR MORROW COUNTY.

Thursday, January 25, 1917.

Six inches of snow on Morrow county soil is a beautiful sight, but of short duration. Spring winds and the warm sunshine, start trickling rivulets over the hillsides and down the highways. The ground is getting a good soaking.

Senator C. A. Barratt of Morrow and Umatilla counties has earned the title of "The Great Consolidator" through the several bills he has initiated in the Senate to consolidate various boards and commissions and thereby reduce expenses.

Condon and Heppner got together in good style last week when the local Elks went over. More of these excursions and friendly acquaintance meetings would serve to bring a much closer relationship between these two of the best towns in the State.

Morrow county farmers will soon launch the elevator idea for the bulk handling of grain. If this idea materializes as it now looks that it will, one of the big progressive steps in grain marketing will have been taken here. Eliminating the grain bag expense will be the means of adding bigger figures in the farmers' column of profit.

A NEW ATTACK ON THE DEMON CIGARETTE.

Oklahoma is bent on proving that great and sudden wealth does not necessarily lead to profligacy and the softer vices. Rolling in the unctuous richness of its oil fields, tipping its waiters with large yellow-backed bills and buying the costlier sort of motor cars by the trainload, Oklahoma is at the same time endeavoring to prohibit by law the smoking of the cigarette. This reform's prospect of success is fairly foreshadowed by a practically unanimous vote with which it passed the lower house of the state legislature. It seems reasonably safe to predict that within a short time the scent of Turkish or pseudo-Turkish tobacco will have ceased to compete in Oklahoma with the aroma petroleum.

Oklahoma likes to be first among the family of states in legislation of this sort. Even as a new-born member of the union she had a prohibition clause in her constitution. Now she claims to be on the way to become the first non-cigarette state. But this last claim is made hastily. Something like seven years ago Washington banished the cigarette for a time. The law was passed by a particularly rampant legislature, which also enacted an anti-tipping bill and otherwise strove to make this state a better place to live in. Temporarily the smoking of cigarettes possessed an illicit glamour, the contraband articles being smuggled from Idaho and Canada and elsewhere. But public sentiment was not keyed up to the same pitch of legislative zeal, and the embargo languished and died.

The foregoing does not argue that Oklahoma's crusade against the cigarette will also fail. Conditions there are different. Cigarettes are an obvious menace to a country where there are so many open wells; and anyway, nearly every one in Oklahoma can afford Havana cigars. The experiment is worth trying, at any rate.—Spokesman Review.

THE COLUMBIA HIGHWAY.

Now that the legislature is actually in session and it is believed by many that the State Highway Commission will at this time choose the official route for the Columbia Highway through Eastern Oregon; considerable agitation is becoming apparent from sources along some of the proposed routes.

The people in the towns along the river, Hermiston, Stanfield, Boardman, Irrigon and Arlington have started an active campaign to secure the route through these towns, and for their argument they advance the same reasons that Heppner has always put up against the lower route. The towns in the north end say that owing to the immense acreages and few people inland, the road would serve but few, save tourists over the inland route, more commonly referred to as the Blue Trail. They say that this country further inland is mostly a stock country and not given to diversified farming, as is the lower country. Another argument they use to strengthen their demand for the Highway is the alleged excessive cost of road building through the Heppner-Pilot Rock section. The river people have sent representatives to Salem to work for their interests.

Another agitation is going on at the west and south of us. This is the John Day highway agitation. Two routes are offered by John Day enthusiasts. One takes the road from Blalock on the Columbia River up through Eight Mile, Hardman, Monument, Long Creek, John Day and on to Ontario. The other one goes further west and takes in Condon and Fossil.

It would be a blessing for any of the sections of the various proposed routes to get a road of this kind. However, the Highway will probably continue on up the river and cut across to Pendleton. This does not mean that highway construction along the way of Heppner and Pilot Rock will never be started. A pressing demand will result in a real highway from The Dal-

les by the way of Ione, Lexington, Heppner and Pilot Rock to Pendleton in the not far distant future.

HIGHWAY COMMISSIONER.

A non-salried highway commission is a grave mistake. Something for nothing is a snare and a delusion in private affairs, and still more so in public business. Business men with \$7,000,000 to spend on the building of a railroad, irrigation project or industrial plant would select the best men they could get to plan and execute the work. Can you imagine a private corporation asking these men to do that work for nothing? Can you imagine him selecting men that could be had to do that work for nothing? Gratuitous services give no right on the part of the beneficiary to demand good service or complain of what it gets.

The state should elect the best men it can get and pay them reasonable compensation for their services. Only by this means can it expect or demand good services. The state highway commissioners should be real directors of the state's work of building a great state road system. We are just beginning and we want the best. We do not want a board of dummies that meet semi-occasionally when convenient for them, look over the work and formally approve what some hired-men of the state have done. If this is all they are expected to do then why have them at all? We want directors that direct, and to get them and have them in constant touch with the work that is going on they must give their whole time to this work and should be paid what such ability and time is worth.—Pendleton Tribune.

MILITARY TRAINING.

When the news of the battle of New Orleans reached France, Napoleon sent an expert to examine and report what kind of guns the Americans used in the battle. He reported back that they were simply the old long-barreled rifles. "Ah," said Napoleon, "it was the men behind the guns."

Admiral Dewey wanted a West Point education. There was no vacancy at the military academy, so he elected to become an accomplished sailor. He went under Farragut almost as soon as he was out of school, and had a wonderful post graduate course under that master. Then for thirty-four years he followed, by sea and land, the routine of his duties until the opportunity came, and then in a short hour he won immortality.

These two incidents ought to supply good arguments to show that the strength of a nation is its people, and hence that all its people should be trained to be capable defenders.

The preliminary training should be in the public schools; then a more perfect training should be in the high schools and universities. Through that the needed training would be obtained; through that the natural soldiers would be discovered; the needed men found to train a vast army if the call came for such an army. Thus would the whole nation in a few years have the necessary preliminary training for any emergency. The knowledge of this would make the strongest foreign powers hesitate before engaging in war with the United States.

It is difficult to understand why any one should object to the education of a boy in the preliminary duties of a soldier. We suspect it is the same objection that causes a mother to neglect to teach her daughter cooking and housekeeping; the reasoning being that she is always going to be a lady and such training is unnecessary, and besides it is liable to coarsen her hands.

The result, not infrequently, is that the girl is liable to be taken advantage of by ignorant and malicious servants, all her life, and her want of knowledge of a few needed things cause her constant heartaches.

No one ever regretted having learned one useful accomplishment.—Goodwin's Weekly.

600 PER CENT INCREASE.

The metal output of Oregon has increased 600 per cent since 1911, in which year the mining industry received its first state aid. In 1911 the metal production was but little over \$300,000 and has since reached \$4,000,000 for this year, 1916.

This fact shows that state aid through the efficient management of the Oregon Bureau of Mines and Geology Commission has accomplished results.

This high grade mining payroll has created a high grade home market for the farmers' produce. The middle man and railroad transportation do not figure in this market and the farmer benefits by the higher prices obtained on this account for his produce.

No further argument seems necessary in favor of supporting an organization which has done so much in so short a time to enlarge the payroll of Oregon and to render potential a resource which otherwise would have remained indefinitely dormant.—Oregon Journal.

Some time ago it was announced that the government would advance grazing fees. Final action has not yet been taken. It has transpired that private owners have arranged to advance their grazing fees in proportion with the government. This will work a hardship on stockmen and the government is now hesitating and willing to consider protests. These protests should go in. They should go in authorized by organizations and they should go to the department from the individual stockmen. Every stockman in the county should file his protest. It should be done now. It might result in no change in the present fees charged. The Eagle urges this to be done. It should be done without delay. It would be well to file protests with the local office at John Day. The conditions should be set out as they effect each individual. The government should be informed fully as to the effect that the contemplated advance will have. The 640-acre act will withdraw all vacant lands from public range. And the only range that stockmen will have will be on the lands that they own and what they can get as an allotment in the National Forest and it will make a great deal of difference if the fees are advanced and under the circumstances as they exist in Grant county where 55 per cent of the area of the county is within the forest. Make and file formal protest today.—Canyon City Eagle.

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We have a few boxes left at \$2.50 and \$5.00 per year; you alone will have the key to same, if you so wish, and you have access to it at any time during banking hours and as often as you wish.

The First National Bank

Heppner, Oregon

FARM FOR SALE

We are offering one of the best farms in Morrow County at a bargain. This farm contains 1400 acres: 55 acres in alfalfa, 45 acres more can be put in alfalfa by extending laterals from present ditches; 200 acres splendid wheat land now under cultivation, about 100 more could be farmed; good two-story seven-room house, barn and other outbuildings. Farm machinery consisting of 3 buck rakes and stacker, 3 mowing machines, 12-ft. hay rake, 2 good wagons, 1 header, harrows, plows, seed-drills, slips, fresnos and blacksmith shop. 24 head of horses—all young stock except three, 14 head of cattle—10 of which are two-year-old heifers imported from Tillamook, 1 Durham bull and 2 young calves, 100 Merino ewes, 4 full-blooded Duroc hogs, 7 pigs, chickens, bees, etc. 7 big stacks of straw.

We have a price on this property that is extremely low, in fact, a \$5,000 cash payment will swing this deal, the balance can be paid for in fifteen yearly payments at 6% interest; railroad station on this place. This is the best bargain we have ever had to offer.

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