

## EDITORIAL SECTION

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## OFFICIAL PAPER FOR MORROW COUNTY.

Thursday, March 22, 1917.

## OPPORTUNITY.

A well known writer and dramatist, now long since dead, once wrote, "there is a tide in the affairs of men, which taken at the flood, leads on to fortune." No doubt this trite quotation which has worn the test throughout the years, is as true now as it was when written. Yet we recall a statement made a few years ago by one of the sturdy pioneers of this country, a man who came here and grew up with the country and amassed some wealth; in which he said that the days of real opportunity were past. It was his opinion that all the land had been taken up, which is practically true, and that there was no longer the opportunity for engaging in the sheep business or running cattle on a large scale, which is likewise true to a large extent. And in making this statement he really meant there isn't the chance there used to be. But his line of reasoning appears now to have been paralyzed with the thoughts of big-scale business. He could figure only in thousands of acres when speaking of ranches and the same figure when talking of stock raising. Farming was really removed a considerable distance from his active pursuits on the ranch. True a little hay was raised to provide against a severe winter and that was about all. Abundant grass sufficed for all needs.

This same pioneer is living today and he can see how far his statements have missed the mark. Since he made his remarks, a matter of two years, a very short time, many farmers and sheepmen as well, have amassed wealth, or at least a good healthy competence. And as the sheep and cattle industry declined as a large scale business, farming, which had been assuming scientific proportions, took the lead in industrial pursuits in this county. In two years time, farmer after farmer has paid off his debts and stowed some of the velvet away in the bank, an ample and sensible precaution against the proverbial rainy day. Where the old farm wagons once found their weary way over the country roads to town, now speeds the automobile and it seems that every farmer has one.

Yes many of our farmers have lately found that the day of opportunity, so far as material things are concerned, has not passed by. The wiser ones are looking well to the future, and like the thrifty munition makers of the East, are considering the present by contemplating future conditions and preparing to meet that day when prices recede to normal and possibly below normal.

## BELGIUM WILL SUFFER MORE.

In carrying on the ruthless U-Boat campaign, Germany has in view one thing and only one thing. That is her ultimate salvation from utter rout.

Whether or not Germany can out-last her enemies depends primarily upon how long her enemies can last. And in turn, the staying qualities of the allies is determined to a large extent upon the foodstuffs shipped over there from the United States. Germany undoubtedly figures that her U-Boat warfare will be a means of disrupting American shipping and thereby cut short the source of England's food supply. But whatever the effect of this campaign may be upon either England or the United States, the little country of Belgium is bound to renewed suffering. The people of that country are depending largely upon the United States, France and England to feed them. The U-Boat campaign will probably not hurt England materially, as that country is coping very successfully this menace at the present time. But the effect on Belgium will be felt and every time a ship load of food stuffs goes down in the deep Atlantic, there are hungry widows and orphans in that country who must feel the pangs of starvation. The only thing that can possibly justify the U-Boat campaign is war itself. War has been the excuse for many atrocities during the last two years.

## BETTER ROADS—MORE SPEED.

You can't blame our autoists for speeding, once they have the opportunity. That new speedway running west to the depot is a good example of road work. Now if it was only possible to lay a substantial foundation and then surface with gravel, a lasting road would be obtained. As it is, already there are signs of ruts and cutting up. However, the improvement is a good one for the time being and will add some pleasure and convenience while it holds its present shape.

## LAMBS AND WOOL NOT TOO HIGH.

In a daily paper, we recently saw a cartoon, illustrating the advance in prices. Wool was placed first, potatoes second, wheat third, onions fourth, and so on. Such a cartoon only excites prejudice of the public against the sheepman, who is already in bad repute. Our complaint against such publication is that it is misleading. Of all the products mentioned, wool had advanced least and its advance meant least to the consumer. Wool that is now selling at 40 cents sold before the war at 20 cents; the advance is about 100 per cent. Potatoes that are now selling at 4 cents a pound sold before the war at 1 cent a pound.

The advance is 300 per cent. Wheat that sold before the war at 60 cents is now selling at \$1.70, an advance of nearly 200 per cent. Onions have advanced around 300 per cent. Of all these products, wool is the least offender of any of them.

But the consumer little feels the advance in wool for wool represents but a small fraction of the cost of woolen clothing. Before the war, we estimated that the sheepman received \$1.70 for the wool in an all-wool suit of clothes that retails at \$25.00. If wool has doubled in value, then the sheepman is actually getting \$1.70 more from the customer on each \$25.00 suit that he buys. This represents an advance on the suit of less than 7 per cent. Clothing, of course, has advanced more than 7 per cent, but the rest of the advance is due to the increased costs of the other articles that enter into the cost of a suit and the sheepman cannot be blamed for that.

Of all the articles that have advanced in price by reason of war, the consumer is less affected by wool prices than that of any other necessity of life.—National Wool Grower.

## COMMISSION GIVES ASSURANCE.

Friends of the road bond issue all over Oregon are much heartened by the attitude of the new State Highway Commission.

The Commission has come forward and stated that no undue preference will be exercised to favor one section of the state over another, or to favor one type of pavement over another.

It has made it clear that it will co-operate with all the counties instead of with only a few.

Also it states that if contractors' bids for paving and other road construction are too high, it will purchase the necessary machinery and construct roads and paving by day labor under the supervision and direction of the state engineers.

No selection of a State Highway Engineer has been made, as the Commission shows that it intends to cut its garment according to the cloth. A different type of engineer may be needed in the event the bonds do not pass, as there would be little or no paving work done, and comparatively little money would be available for other highway construction.

Formal official statements of the Commission's policy will be incorporated in the official argument in the state pamphlet to be sent by the Secretary of State to all the voters prior to the special election. Copies of these formal statements will be published in advance by the state campaign committee, with copies of the bonding act and such other official information as is needed to present to all the public the important facts of the case.

What has happened in Russia during the past week may be looked for in other European countries now engaged in the great war; it is not among the impossibilities that the same thing may occur in Germany, and wiser ones than we are looking forward to startling developments within that nation before the summer months have passed. It is a little early, perhaps, to be making predictions of what will really take place but the people of Russia have given a foretaste of what may be expected. The burdens and horrors of war have about reached the limit. The people will yet rule.

It's a source of satisfaction to everyone that the railroad strike was averted. All of us number among our friends old railroad men in the transportation department who have been in the service of different companies from twenty to thirty years or more who have attained to ranks seniority and whose standing, in case they had gone out on a strike, would have been seriously effected. It is not so serious a matter for the young men in the service who have not yet taken upon themselves the cares and responsibilities of the older men. Both the brotherhoods and the railroad officials should be congratulated upon accepting the mediation of federal officials. It looks very much as if the time is coming when strikes will be a thing of the past—all questions being settled by arbitration.—Portland Livestock Reporter.

War with Germany may be imminent, and is certainly something we find no pleasure in contemplating, yet it would seem that there is being a lot of unnecessary fuss made about the whole affair. Really, when you look the thing square in the face, how is Germany going to conduct a war against the United States? She can send no navy to our shores, and getting an army over here is an impossibility, so we say that there seems to be quite a lot of bunk handed out from different sources regarding what Germany may do to us. We feel that there should be preparations against possible invasions; that the menace of the German submarine, whatever that may amount to, should be met, and that our "dignity" should be upheld both at home and abroad, but it is hardly necessary to keep the entire country in an uproar, and make the people believe that if we avoid war it will be through the wonderful wisdom of those at the head of governmental affairs at Washington. As a friend of ours down the line expresses it "Germany is not prepared to make the United States as much trouble as did the lousy old Apache, Geronimo, thirty years ago."

It seems that in the history of all schools, little and big, sectarian or non-sectarian, public or private, there must at some time or another be a sort of civil war. In such a strife there is, of course, two factions, each opposed to the other, else there would be no petty embroilments. But such cases are too often not warranted, and especially in a small school which has a struggle for existence, and where the taxpayers should be getting full value received for every dollar expended in the district for school purposes.

Petty bickerings, feuds and jealousies in a community serve only to keep things in that community pretty well upset. Imaginative wrongs are often times magnified until a bad influence spreads out, engulfs the schools and the entire social system of the community. It would be far better in the end if all parties to the feodal dispute could get together in the beginning, settle their rights and wrongs and proceed in harmony with a cemented friendship. The teachings of God and the Brotherhood of Man should tend to ultimate elimination of petty bickerings and community rows.

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