THE GAZETTE-TIMES

The Heppner Gazette, Established March 30, 1883.
The Heppner Times, Established November 18, 1897.
Consolidated February 15, 1912.

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Issued every Thursday morning, and entered at the Postoffice at Heppner, Oregon, as second-class matter.

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One Year	$1.50
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Three Months	.50
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MORROW COUNTY OFFICIAL PAPER

We are in receipt of a letter from a subscriber who calls our attention to a distresing circumstance and "in behalf of the young people I wish to ask if somehing cannot be done to check the disgraceful epedemic of drunkedness in our county." The communication continues "Our young folk cannot go to a dance without being subjected to the degrading influence of men, yes, and women, too, who are drunk and using language unfit for anyone to hear."

We do not doubt the sincerity of the writer and the truth of the statements she has made. Surely such conditions of drunkedness and vulgarity should not be permissable at a dance, and are not to be expected in a dry county.

Continuing in her article, the writer wants to know where our officers are and what they are doing in regard to suppressing drunkedness. She says to her knowledge, conditions of drunkedness exist at Cecil, Ione, Lexington and Heppner.

In conclusion our correspondent asks us to do something that will overcome existing conditions. In other words, she would have us devise ways and means for putting the boot legger out of business and suppress the traffic in booze which undoubtedly does exist in this county today.

It is needless for us to mention the fight this paper made in previous years to put the saloon on the shelf for keeps. The saloon evil was finally recognized and overcome. It is but natural that resultant evils, such as bootlegging, should follow. So long as booze is made it will be circulated to some extent and drunk by those who want to go to the expense and the trouble of patronizing the bootlegger.

Of course the law is being violated when booze is sold. Time and again officers have taken cases "under advisement" only to find later that evidence was lacking for a conviction.

We are not saying that our officers have been as vigilant in catching bootleggers as they might have been. Judging from convictions and the number of bootleggers who have been taken into tow, we would say they have not been relentless on the man who sells booze. But after all, public opinion has yet to be educated to the point where it will recognize the full disobediance of the law and give the officers that necessary evidence to make a conviction.

Yet, as we view it, there is nothing in the world to keep an officer off of the bootleggers, once he is firmly convinced that the law is being violated, and this should not be hard to see, as the law is plainly written.

On the other hand, as long as conditions are in their present state, and as our correspondent says, drunkedness at public dances continues, we can only say, stay away from the dances until such a time as present evil conditions are stamped out.

Like the slow evolution of public opinion turned against the saloon, it will turn also against the bootlegger. Officers will become more vigilant, it will be harder for the law-breaking liquor dealer to ply his trade and drunkedness will no longer be a noticeable evil at the dance or elsewhere. The worm turns slowly.

—§—§—

Have you tried a submarine trip up Main street?

—§—§—

Yes, paved streets would have to be kept clean but how are you going to wash this mud?

—§—§—

"Military Party Has Firm Grip In Berlin" is the information we get from the headlines. A good stand-in at home ought to be worth something to the gaiser, but he is not so well known at home as abroad evidently.

—§—§—

A pure, 100 per cent American said something naughty about one of the German leaders and thought afterward he might have hurt the feelings of a man of German birth who happened to hear him. That's the trouble with us Americans, too easy about our neighbors' feelings. We forget that we are all Americans, or at least should be. There is no room here for the man whose feelings could be hurt by anything we might say about the kaiser or any of his bloody crew. Let'er buck, boys.

—§—§—

There are a few fellows who have nearly choked themselves with their own purse strings, they have been so tight. You will hear them say in future drives, "No, I can't give any more, I gave a dollar to the Red Cross." You will hear that plea, but it won't go. A dollar a month ago or a dollar six months ago won't serve the purpose for which the new drives will be made. We're going to get the kaiser and you will have to give more than a dollar for a ringside seat.

Buy a thrift stamp.

—§—§—

Do your bit by thrift and make a hit for democracy. War savings stamps call for two bits.

—§—§—

Somebody around Ione will play in the fire until they will get their fingers burned yet.

—§—§—

Like dimes into dollars, will thrift stamps into war savings stamps grow. A few of them are equal to a liberty bond.

—§—§—

One man claimed exemption from the draft because "he had three bootleggers dependent upon him." He must have been a millionaire.

—§—§—

Germany is not yet satisfied with the fighting spirit displayed by England, so she made another raid on the English coast this week and killed a few civilians.

—§—§—

A six-cent passenger fare on the Portland street cars has caused a run on pennies. And everybody waits for his change. They say an extra car has to follow up to carry the coppers.

—§—§—

Launching a new ocean-going steel ship in Portland now creates about as much excitement as a drunken sailor walking down Market street. They are turning out ships at a fast rate down there and men for shipyard labor are in big demand.

—§—§—

AMERICAN EFFICIENCY.

All the damage done to 109 German ships by their crews, prior to their seizure by the United States government when war was declared, has been repaired and these ships are today in service, adding more than 500,000 gross tonnage to the transport and cargo fleets in war service for the United States.

There is evidence that a German central authority gave an order for destruction on these ships, effective on or about February 1, 1917, simultaneous with the date set for unrestricted submarine warfare and that the purpose was to inflict such vital damage to the machinery of all German ships in our ports that none could be operated for from 18 months to two years. This purpose has been defeated in signal fashion. In less than eight months all the ships were in service. The destructive campaign of the German crews cunningly comprehended a system of ruin which they believed would necessitate the shipping of new machinery to substitute for that which was ruthlessly battered down or painstakingly damaged by drilling or dismantlement. There is documentary proof that the enemy believed the damage irreparable.

To obtain new machinery would have entailed a prolonged process of design, manufacture, and installation. Urged by the necessity of conserving time the engineers of the navy department succeeded, by unique means, in patching and welding the broken parts and replacing all of the standard parts which the Germans detached from their engines and destroyed or threw overboard.

The mechanical evidence is that the campaign of destruction was operated on these ships for more than two months and that the Germans were convinced that they were making a thorough job of it. Their scheme of ruin was shrewdly devised, deliberately executed, and it ranged from the plugging of steam pipes to the utter demolition of boilers by dry firing.

When the United States shipping board experts first surveyed the ruin the belief was expressed that much new machinery would have to be designed, manufactured and installed, making 18 months a fair minimun estimate of the time required. However, at the navy department, where the need of troop and cargo ships was an urgent issue, officers of the bureau of steam engineering, having faith that the major portion of the repairs could be accomplished by patching and welding, declared it was possible to clear the ships for service by Christmas, and the last of the fleet actually took her final sea test and was ordered into service as a Thanksgiving gift to the nation.

It has long been the Germans' boast that they are the most efficient nation on earth, but they are learning a great many things since they went to war. One is that the United States is not to be trifled with. It was fondly believed that the German ships interned in American ports would be rendered useless for the period of the war, but American ingenuity and American efficiency made them ready for service within a few months. This same American ingenuity and efficiency is going to give Germany a great many more severe shocks before the war is over.—Eugene Register.

WANTED—Ewe lambs, white face, wool on. Delivery your nearest railroad station. State price and number you have for sale.

COFFIN BROS.,
North Yakima, Wash.

Among The Gazette-Times subscribers and renewals during the past week are C. L. Keithley and Joe Rector of Heppner, Albert Hahn of Seattle, Sam J. Turner of San Francisco and M. E. Smith of Junction City, Ore.

PAIGE
The Most Beautiful Car in America

THOUGH the Paige Essex "Six-55" is a large car, it is also an *economical* car—a thoroughly practical vehicle for the man who wishes to avoid excessive "up-keep" without sacrificing luxurious comfort and a vast range of power

In brief it offers every advantage of the very high priced, high powered touring car—and none of the disadvantages. It is a superb motor car—an artistic achievement and a mechanical masterpiece.

Essex "Six-55" 7-passenger $1775; Coupe "Six-55" 4-passenger $2850; Town Car "Six-55" 7-passenger $3230; Limousine "Six-55" 7-passenger $3230; Sedan "Six-55" 7-passenger $2850, Brooklands 4-passenger $1795; Linwood "Six-39" 5-passenger $1330, Glendale "Six-39" Chummy Roadster $1330, Dartmoor "Six-39" 2 or 3-passenger $1330; Sedan "Six-39" 5-passenger $1925. All Prices f. o. b. Detroit.

PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN

RIVERS AUTO CO., Ione, Ore.

IRRIGON NEWS ITEMS

(Too late for last week.)

Edgar Doering has entered the school at Boardman.

Fred Caldwell was in Hermiston Saturday on business.

Mrs. N. Seaman spent a few days at Portland this week.

Mrs. C. J. Caldwell was on the sick list a few days last week.

Mr. Samson was busy a few days last week leveling up around the depot.

L. M. Davis has completed his garage and is busy leveling land east of town.

Mr. Ashburn has contracted to plow 20 acres for Mr. Warrenton south of town.

Mrs. L. Graybeal was visiting with the Burchest family of Umatilla a few days last week.

Mrs. L. M. Davis and son were Hermiston visitors Saturday morning. They went over for dental work.

Irrigon girls over 15 are invited to a party at Umatilla Saturday night by the high school girls of that place.

Mrs. Ashburn spent a few days with her daughter at Sunnyside, Wn. Her husband has enlisted for military service.

Mrs. Mack Corey was on the sick list a few days this week. At first it was feared she had scarletina, but it developed that she had the grippe.

The Irrigon pupils who completed their club work last year have received their prizes. The winners are Dev.s Lane, Mae Davis and Lula Seaman.

Mr. and Mrs. Guy Corey are leaving this week for Seattle where they will visit his parents before he takes his examination to enlist in the aerial corps at Vancouver.

Every indication of spring having arrived may be found at Irrigon, except the date, as we have peas growing from 3 to 4 inches high, lettuce, carrots and other truck. Fruit trees are also in the first stages of bloom, but according to the calendar it is winter.

Mr. Lane is home again with his family.

Mr. and Mrs. Walt Caldwell are in Irrigon visiting with friends.

Mrs. Ricks is again supplying the Irrigon neighborhood with beef.

Mrs. W. A. Walpole and family were Hermiston visitors this week.

Fred Caldwell is busy leveling his land and getting it ready for seeding.

Mr. and Mrs. Rider are entertaining a couple of friends from Idaho this week.

L. M. Davis and family were Boardman visitors Sunday and Monday to see the rabbit drive.

Mr. and Mrs. C. J. Caldwell, Geo. Caldwell, Bruce Rider and Fred Davis attended an entertainment in Hermiston Friday night.

Among the farmers who are busy leveling more land for Spring seeding we note Mr. Piersol, L. A. Doble, Mr. Dawson, Mr. Grim, Mr. Reiks and Mr. Davis.

Among those leaving during the week were Mr. and Mrs. Orsull Dawson for the East where Mr. Dawson will work, Mr. and Mrs. Guy Corey for Seattle, where Mr. Corey will work in the shipyards and Bruce Rider to southern Oregon to visit with friends and relatives.

I haul baggage and passengers to and from the depot to any part of the city. Phone 555 or 183. Lee Cantwell.

TIME TO ACT

Don't Wait for the Fatal Stages of Kidney Illness. Profit by Heppner People's Experiences.

Occasional attacks of backacke, bladder weakness, headaches and dizzy spells are frequent symptoms of kidney disorders. It's an error to neglect these ills. The attacks may pass off for a time but generally return with greater intensity. Don't delay a minute. Begin taking Doan's Kidney Pills, and keep up their use until the desired results are obtained. Good work in Heppner proves the effectiveness of this great kidney remedy.

Mrs. A. Missildine, Court St., Heppner, says: "It was a good many years ago that I took Doan's Kidney Pills and I know from the benefit that I received at that time that they are all that is claimed for them. If it would be necessary to take a kidney medicine again, I would use Doan's Kidney Pills, for I have always had a great deal of confidence in them."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Missildine had. Foster-Milburn Co., Mfgrs., Buffalo, N. Y.

ANNOUNCEMENT.

I hereby announce myself as a candidate for Sheriff of Morrow County on the Republican ticket at the coming Primary Election.

I am a pioneer resident of this county and heretofore have never asked any favers of the voters, and I would not do so at this time did I not know that I am competent to administer the affairs of the office in an efficient manner.

If nominated and elected I will endeavor to enforce the law, and handle the affairs of the office as economically as is consistent with the duties of the office.

Yours truly,
WILLARD H. HERREN.

1500 ACRES FARMING LAND FOR SALE.

The Penland farm adjoining the town of Lexington, Ore., is for sale in whole or in part. Part cash and terms on balance to suit.

E. NORDYKE, Lexington, Ore.

FOR SALE—Thoroughbred Lincoln Ewes in lots to suit. H. Stanley Coffin, North Yakima, Wash.

SAVE MEAT

and help observe the **MEATLESS DAYS** by using more **MACARONI.**

FOR ONE WEEK we will make some very **SPECIAL PRICES** on

Macaroni, Spaghetti, Vermicelli

REGULAR 12½c PACKAGES.....10c
REGULAR 10c PER LB. IN BULK.....8⅓c

You may never be able to duplicate these prices again during the war.

PHELPS GROCERY COMPANY