

**NO MORE SPEEDING.**

The Public is hereby notified that the speed limit is fifteen miles per hour. Anyone exceeding this limit will be arrested and prosecuted to the fullest extent of the law. Its up to you Mr. Speeder, whether you have trouble or not.

W. W. SMEAD,  
Mayor.

**SHEEPMEN TAKE NOTICE!**

I am prepared to take your wool on consignment. Your wool will be shipped East and the government will make the price on it. All wool will be handled on this plan according to information I have received. I will make you a liberal advance and aid you in any way I can. Come and see me.

W. W. SMEAD.

**FOR SALE—Black Minorca Eggs.**

\$1.50 per setting. Write Mrs. W. D. Gordon, Echo, Ore., R. R. No. 1.

**REMEMBER—**The subscription price of the Gazette-Times goes to \$2.00 beginning with July first.

**Crushed Rock for Sale—**The city of Heppner will furnish crushed rock at \$2.10 per yard at crusher, or \$2.50 delivered anywhere in town.

**FOOD CONTROL MEANS VICTORY**

**European Shortage Places Problem Before American Government—Farsighted Policy Adopted.**

**NEED 75,000,000 BU. WHEAT.**

**Food Administration Asks Aid of Every American in Gigantic Task of Feeding Millions.**

It is the food problem over there that makes a food problem over here. If we wished to be supremely selfish—and supremely shortsighted—we could go on eating as much as we like and whatever we like, without much difficulty or interruption—at least, until the Germans came!

But we are not doing things in that selfish and suicidal way. We are trying to make a great common pool of all of our food, and all of the food of the allies, and all of the food we can get from South American and other neutrals, and dividing it up fairly among America, England, France, Belgium and Italy.

This does not mean that all of the people in the great pool are going to have the same ration, but means that we are trying to arrange to have enough for everybody, so that the soldiers—our soldiers and their soldiers—will be well fed, as they have to be to fight hard and continuously, and that the munitions workers and the workers in all the other necessary industries, and the men and women at home will all have enough to keep alive and well. It is absolutely necessary to do this if the war is to be won, and we are going to do it, but it means planning, working, arranging co-operating, being careful, not wasting, saving.

And it means that each and every one of us has got to help.

Now, we have enough and more than enough food for ourselves, and the Government is going to see to it that we keep here at home a sufficient supply of every essential kind of food to support our people. But over there they simply have not enough. Lord Rhondda, the English food controller, recently cabled the American food administrator, that unless we can send the allies before the next European harvest 75,000,000 bushels of wheat in addition to what had been sent up to January 1 of this year he could not assure the people of the allies that they would have a sufficient supply of food to carry on the war.

He did not say anything in this cable about the other food necessary, but he has told of these needs in other cables—and by his actions in England. For example, his latest regulation compels a reduction of meat eating in the United Kingdom to a maximum of one pound per week per person, this pound including the bone and other waste parts in the meat as bought in the shop.

The allies must have more wheat, more meat, more fats, more dairy products, more sugar. Their harvests were very short—France had less than half her normal crop of wheat—and the available shipping is small in amount and constantly being lessened by submarines, so that it is now practically impossible to use any ships for the long voyage necessary to bring food from Australia and other remote markets. The food must come chiefly from America. In specific figures it is necessary for us to send to the allies 1,100,000 tons of foodstuffs a month. This is a great responsibility and a great problem. The food must be found, and also the ships to carry it. It is being done, but can only continue to be done by the help and full co-operation of all of us over our broad land. We must produce and save more.

To supply the wheat necessary until the next harvest, we must reduce our consumption by from one-fourth to one-third; we must cut down our usual average consumption of meats and fats by from 10 to 15 per cent, and dairy products by about 10 per cent.

Over there they are tightening their belts and doing everything they can. They are eating war bread; they are cutting down their sugar in England to two pounds per person per month, and in France and Italy to one pound—how much are you eating?—and they are using ration cards for most of the staples. We must meet sacrifice with sacrifice. If we don't, we are helping to lose the war instead of helping to win it.



Buy Local Food—

**Food Will Decide the War**

Eat plenty; Eat wisely, but without waste.  
Save Wheat, Meat, Fats and Sugar. The Soldiers at the front will need them all.  
Be loyal to your own state. Use more Potatoes and ship more wheat.

**PHELPS GROCERY CO.**

**WILL YOUR PRESENT CAR MATCH THE SUPER-SIX?**

Can You Rely Upon It To Serve You through The Times Just Ahead?

Now is the time when you should arrange your motor car needs for the future.

It may shortly be impossible to get a good new car.

You have seen in the newspapers how it is proposed to curtail productions to a fraction of the present output. Even now the output of every factory is much lower than had been scheduled.

But there has been no such falling off in demand.

Present needs call for more and better cars than can be furnished.

Motor cars must do the work that the badly pressed railroads cannot do.

Good cars only can be relied upon. With outputs curtailed and a scarcity of mechanics to keep less dependable cars in good order, it is important that you plan for your future needs now.

Get a Super-Six while you can.

We can take care of today's wants. The revised schedule, much less than we had expected, makes future supply uncertain.

The known reliability of the Super-Six makes it the first choice of thousands of buyers.

If all who plan buying Hudsons should realize the present situation, all the cars the factory can build in the next year would undoubtedly be spoken for within a few days.

Some are going to be disappointed because they won't be able to get deliveries when they want them.

Better look over your present car closely and determine if it can be relied upon with the outlook as it now is.

**Vaughn & Sons**  
HEPPNER, ORE.

**The First Replacement Regiment of Engineers**

**A DIFFERENT ENGINEER ORGANIZATION**

This Regiment was formed December 14th, 1917, at Washington Barracks, D. C., for the express purpose of supplying the various Engineer Units of the U. S. Army with skilled mechanics and technically trained men.

**HOW IT DIFFERS—**

Upon enlistment the skilled man is sent through a training course designed to adapt his technical knowledge to military needs. This is divided into two parts:

**MILITARY—**That he may be able to defend himself, the recruit is first taught the fundamentals of military science. Instruction in the use of the rifle and bayonet is given until proficiency is obtained. Strength and health are gained by a system of physical exercise.

**TECHNICAL—**The outstanding feature of the course is the training given in the Military Trade Schools. Here, under competent instructors, the Engineer soldier learns how technical skill is applied to the conduct of the war. He comes out of these Schools ready to take an effective place in the Engineer Unit and to "deliver the goods."

Everybody Knows What the Engineers Are Doing in France Today.

Information regarding enlistments may be had by addressing Commanding Officer.

FIRST REPLACEMENT REGIMENT OF ENGINEERS  
Washington Barracks, D. C.

**Boiling Points**

—are vaporizing points. In Red Crown gasoline they form a continuous, uniform chain—giving steady, dependable power. Look for the Red Crown sign.

STANDARD OIL COMPANY (California)

G. W. MILHOLLAND  
SPECIAL AGENT  
HEPPNER, OREGON

**The Gazette-Times**

Makes Clubbing Arrangement With **The Oregon Farmer** Offers Unusual Opportunity to its Readers

**A**MONG our large circle of readers there are a great many who are interested directly and indirectly in fruit growing, dairying and other branches of farming. All of these naturally wish to keep in close touch with agricultural activities throughout the state; and to know about any fight which is being waged for the measures Oregon farmers want and against all sorts of schemes that are detrimental to the people and agricultural interests of this state.

We have, therefore, made a special clubbing arrangement with THE OREGON FARMER whereby any farmer or fruit-grower, who is one of our regular subscribers and who is not now a subscriber to THE OREGON FARMER, will be entitled to receive THE OREGON FARMER in combination with this paper at the same rate as for this paper alone.

This offer applies to all those who renew or extend their subscriptions as well as to all new subscribers. If you are interested directly or indirectly in Oregon agriculture, do not miss this unusual opportunity, but send your order in now.

THE OREGON FARMER is the one farm paper which is devoting itself exclusively to the farming industry of Oregon. It has a big organization gathering the news of importance to farmers, dairymen, fruitgrowers, stockraisers and poultrymen; and it has the backbone to attack wrongful methods and combinations and bad legislation, and support honest leaders and beneficial measures. We are confident that our readers will congratulate us on our being able to make this splendid and attractive clubbing offer.

**208 PAPERS FOR ONLY \$1.50**  
**Two for the Price of One**

The Gazette-Times every week for one year and The Oregon Farmer every week for Three Years, all for only... **\$1.50**  
This is merely the price of the Gazette-Times alone.