

THE GAZETTE-TIMES

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OFFICIAL PAPER FOR MORROW COUNTY

WE WILL BE GRASSHOPPERS

By RICHARD LLOYD JONES

Did you ever hear of Doolittle?

If some fellow had told your grandfather when he was a boy that in the time of his grandchildren a man would take dinner one evening on the cool summer veranda overlooking the broad Atlantic and at ten o'clock bid his friends good night saying, "I am dining with friends on the Pacific Coast tomorrow evening. I must be on my way," your grandfather would have looked upon the predictor as either a laughable romancer or a pitiable fool.

Well—Doolittle did it. And not many people noticed it. The whole world accepted it as a little news item of passing interest. Few even noted the item and most of those who did as quickly forgot it.

Lieutenant James H. Doolittle, U. S. Army aviator, hopped off in his aeroplane from the broad Atlantic at Palm Beach at three minutes past ten o'clock Labor Day. At 5:34 the next afternoon (Pacific time), he stepped out of his sky-boat at San Diego, Calif., on the Pacific.

Doolittle stopped an hour and seven minutes at San Antonio, Texas, to take breakfast with his wife and mother. In actual flying time, he flew from sea to sea in twenty-one hours and eighteen minutes.

What would grandfather, as a boy, have thought of that? Nothing more than a passing news item of the hour now. We have grown accustomed to startling events.

Some day some fellow will rise up into the heavens and sail all the way around the world. And when that day comes, even that will not amaze us.

We once thought it a wonderful thing to talk by wire across town. Now we talk by wireless across the continent.

We once thought it was a great thing to go from New York to Buffalo in one day. Now we go from sea to sea in one day.

You have seen in your school histories pictures of the little Columbus fleet, the Nina, the Pinta and the Santa Maria, compared to the modern ocean liner, nearly one-fifth of a mile long, accommodating thousands of passengers in the luxury of palatial grandeur.

You have seen pictures of the little kettle-like locomotive, the De Witt Clinton, which was the marvel of 1831 because it acquired the amazing speed of 15 miles an hour. You have seen the modern engine which pulls a palatial Pullman faster than a mile a minute. Wonderful changes, aren't they? Well—

The little air ship that Doolittle lifted above the storm clouds and sailed by compass was but the Santa Maria sailing an uncharted sky. A sky where great ships will follow. It was the De Witt Clinton piloting the path for the up-in-the-air passenger coach that our children will some day use to meet a business engagement or to greet a friend at dinner a few thousand miles away.

All over the skies new lines of passenger ships will fly. As Doolittle hopped from sea to sea, we will hop from shore to shore.

Soon Asia is but a day away. We take breakfast in Buenos Ayres tomorrow.

1925 FAIR TAX

A trip around the world has convinced Julius L. Meier that Portland can spend its spare cash to better advantage than holding the 1925 fair. There were others who did not have to travel so far. It is a matter of congratulation that Mr. Meier toured what he has seen will make him a better citizen of Portland, a more tolerant citizen. He is brilliantly able, and can do much for his native city aside from all he is doing for it by building up a great business to even greater proportions. He has the sound idea that Portland should spend its energy in colonization effort—a worth while effort in which the business community should join. He also discovers that the Frank Branch Riley lectures, in conjunction with our new highway system, are productive of heavy returns from wealthy people who tour. To get behind the colonization effort and to sustain adequately the Riley lectures will be worth far more to Oregon and Portland than the 1925 fair. Let's join with Mr. Meier in these enterprises, and forget about the fair nightmare.

That is if George Baker will let us forget. "Damn the torpedoes," says George, imagining that we are at war with something or somebody. "Damn the taxpayers" would better reflect his habit of mind. But we are not at war, George; not yet, although there is no telling but what we will be involved in this Turkish mess long before 1925. So as yet there is no occasion for "damning" either torpedoes or taxpayers. We may need them both. And George encourages us to expect and hope that with election day he is through, so far as the 1925 fair is concerned. Let's forget the fair and get down to real business.—Oregon Voter.

Fire Prevention Week is October 2 to 9. Life and property can be saved by prevention of fires. Statistics show that in 1921 fire cost more than 15,000 lives and \$485,000,000 in property. Clean your premises, remove rubbish, correct your fire hazards and cultivate carefulness. Most fires are preventable.

OUR COLLEGIATE ICEMEN

American colleges prepared for the greatest year in their history. In almost every state of the union the enrollment figures show marked advances and records broken.

Yale, Princeton, Wellesley, Union, Pennsylvania, Vassar and Dartmouth reached the pinnacle of their prosperity. It is also true of many western colleges.

Fact is that this prosperity for colleges is due largely to the change in the viewpoint of our educational institutions. Many cobwebs have been swept away.

Today the college means more than the accepted understanding of academic teaching. It means a broader vision of life and a greater understanding of the necessity of the thing worth while.

The college man of today is to be found everywhere. He is at the head of a great banking institution, he is a chauffeur, he drives an ice wagon, he tills the soil, he appears in literature and ornaments the plumbing establishment.

Sometimes the unthinking criticize the college because its graduates may be found driving a milk

wagon and the like. The answer, of course, is that if all milk wagon drivers were college men milk would be delivered more orderly and even our babyhood would be helped.

The greatness of the college does not lie in its being the gateway down which one may walk to the professions. Its worth is in giving to the country men who can thoroughly perform the duty of the hour.

The college is not the panacea for every ills. The best it can do is to equip the man who has something under his hat.

A trip down the Walla Walla river to Wallula and then up the Columbia to Pasco the past week, revealed to us what wonders can be accomplished by irrigation. The desert country has been made to produce wonderful crops of fruit, alfalfa and other products, and the change is marvelous. Ultimately that section will become one of the garden spots of the northwest. At Pasco the great bridge is being constructed over the Columbia river that closes the break in the Inland Empire highway, and when completed tourist travel through that part of Washington will be greatly augmented. Pasco is also looking forward to the completion within six years of the great Columbia basin irrigation project, when that city will really begin to grow.

It will be Heppner's first Rodeo, but it promises to be a complete success.

THE POINT OF VIEW

Pessimists find cause for gloom in the present status of the rail strike, the coal strike in the east, but as a matter of fact national problems which affect Oregon directly or indirectly. But an analysis of the pessimist's gloom reveals the dark clouds mostly in the future—bugs that are terrifying only in anticipation.

It is true that the rail strike is being felt in car shortages and curtailed service, but as a matter of fact it is still far from a national calamity. Some lines of production have been hard hit, notably producers of perishable fruit, but the pinch is localized at most.

It is equally true that the coal strike is being felt in some industrial lines, particularly in the east, but there are still enormous stocks of coal on hand. Every day, furthermore, brings the end of the coal strike nearer, either through the force of public opinion or through direct federal intervention.

And as for the prospect of a highly-protective tariff, it is a debatable matter as to whether or not this constitutes reasonable grounds for alarm—and probably will continue to be debatable as long as party lines exist in the political world.

By contrast with the pessimist, the optimist forms his conclusions only from the actual facts of the present. He looks to the future—but refuses to worry about it.

Here in Oregon the optimist finds much to his liking. In the lumber production field he finds that eighty to ninety per cent of the mills are busy; new facilities are being added to existing plants in Bend and Toledo; new mills are being built throughout the state, notably in Columbia County at Vernonia; enormous tracts of virgin timber are being exploited, for example, government-owned timber in Harney and Grant counties and enormous bodies of spruce and fir in Lincoln and Clatsop counties.

As an index to general prosperity the optimist finds building operations throughout the state increasing rather than diminishing. Railroads are planning and carrying out extensive development work; new factories are being built and present plants are being enlarged; the housebuilding program is going forward with increased vigor in all population centers of the state.

The optimist could add to the list indefinitely—quoting specific facts that cannot be disputed. Opposed to these facts, the pessimist is forced to deal in vague generalities. From a molehill of fact he builds a mountain of gloom.

It all depends upon the point of view; granting this, we prefer the optimist.—Oregon Journal of Commerce.

Knockers do not kill men—they kill business. They are the persons who sift sand into the gear boxes of progress.

ALAS THE ANGLE WORM

And now we have a device by which the angle worm is hunted in his lair, brought to the surface to be devoured by the keystone of the great American hen. Peter J. O'Keefe, of Greenwich, Connecticut, is the inventor.

The device is an electrical one; literally shocks the worms out of the ground. It consists of two brass rods that are pushed into the earth several feet apart. A wire is attached to each rod and each wire connects with an ordinary telephone magneto.

By twisting the handle of the magneto the angle worm feels it is time to take air. Rapidly he moves to escape, but, alas! the chicken is waiting, and as soon as the worm imagines he is safe from danger his troubles come to an end.

Thus does the world move on. If the mentality of the angle worm were properly developed, he would sense the greater danger of leaving his natural environment.

As time goes on and the standard of angle worm intelligence advances, things may improve for him; but in the meantime, he will have to look for temporary protection to the American Society for the Prevention of Cruelty to Anglworms, an organization which undoubtedly will come into being as soon as the credulity of the O'Keefe device is conceived.

Surely such an opportunity for a new protective and paternalistic society cannot be missed.

The Pendleton Round-Up was as usual the big drawing card of all similar events of the season, and Saturday a crowd estimated at 35,000 filled the big grand stand and bleachers to capacity. The show was, if possible, better than former years, and the vast crowds had little or no complaint to make regarding the treatment accorded them by the Pendletonians.

The rain came just at the right time and the dust is well settled. This should mean that the little old town will be filled to overflowing for the events of the last three days of this week.

HOGS FOR SALE—Breed sows and gilts; sows with pigs; shoats and pigs. W. Harold Mason, lone, Or. 21.

LOST—Black and white sturdle and shepherd dog. Had brass sturdle collar with silver padlock. Reward. Finder notify Mrs. Francis J. Gordon.

SEPTEMBER BARGAIN SALE—50 per cent discount on all jewelry. Yourex silverware, China and cut glass. Cash talks. HAYLOR.

FOR SALE—1918 Hudson speedster excellent condition; almost new cord tires. A real bargain, at Heppner Garage.

NOTICE OF FINAL ACCOUNT.

Notice is hereby given that Laura F. Adkins, Executrix of the Last Will and Testament of Orr E. Adkins, deceased has filed her final account with the Clerk of the County Court of the State of Oregon for Morrow County, and that said Court has set as the time for the hearing on and

the settlement of said account, Saturday, October 21, 1922, at the hour of 2 o'clock p. m.—Any one having objections to said account must file them on or before the time of settlement of said account.
LAURA F. ADKINS.
Date of first publication, Sept. 21, 1922.

Announcement

I have secured the STUDEBAKER Agency for this territory and will be able to supply this popular car.

The LIGHT SIX at \$1,190.00
The SPECIAL SIX at \$1,525.00
The BIG SIX at . . . \$1,950.00

The Light Six at this price is the best car bargain for this country. These prices are for delivery here.

KARL L. BEACH, Lexington, Oregon

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DO YOU ENJOY SHELL FISH?

Oysters
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Crab

Served in any style to your order.

Our Sunday dinner should also attract you on these warm summer days.

Bring the wife and have dinner with us.

Elkhorn Restaurant
Heppner

Gilliam & Bisbee's Column

Come in and get the County Agent's machine for the dry treatment of your wheat—Copper Carbonate. The wheat is perfectly done and economically. Get your order in early as it takes some time to make one.

We have sold all kinds of grain drills and have decided that the Kentucky double-run feed is the best suited for this territory. Come in and look them over for yourself.

The Revolving weeder is the one that gets the weeds.

If you are going to use the dry treatment for your seed wheat, you can not afford to pass up the Calkins machine.

Gilliam & Bisbee

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The Dalles and Pendleton

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in Internal Medicine for the past eleven years.

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The Dalles, Monday and Tuesday, October 2nd & 3rd at Dalles Hotel, and at Pendleton, St. George Hotel, Wednesday and Thursday, October 4th and 5th.

Office hours 10 a. m. to 4 p. m.

TWO DAYS ONLY

No Charge for Consultation

Dr. Mellenthin is a regular graduate in medicine and surgery and is licensed by the state of Oregon. He visits professionally the more important towns and cities and offers to all who call on this trip free consultation, except the expense of treatment when desired.

According to his method of treatment he does not operate for chronic appendicitis, gall stones, ulcers of stomach, tonsils or adenoids.

He has to his credit wonderful results in diseases of the stomach, liver, bowels, bladder, bed wetting, catarrh, weak lungs, rheumatism, sciatica, leg ulcers and rectal ailments.

If you have been ill for any length of time and do not get any better, do not fail to call, as improper measures rather than disease are very often the cause of your long standing trouble.

Remember above date, that consultation on this trip will be free and that his treatment is different.

Married women must be accompanied by their husbands.

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The BRUNSWICK Plays All Records
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Brunswick October Records Now On Sale
You want to hear "Rock Me in My Swanee Cradle"
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Sheet Music Phonographs Records

The final test

The real value of a motor lubricant can be determined in only one way—through its use in the engine for which it is intended.

Hence this company maintains an engine-testing laboratory, equipped with a Sprague dynamometer, in which Zerolene and other lubricants are constantly being tested under actual operating conditions.

This dynamometer laboratory is in charge of competent trained men, who spend all their time in conducting comparative tests of Zerolene and other lubricants in automobile, airplane, marine, truck and tractor engines.

Correct Lubrication Recommendations
On the results of these tests, supplemented by equally careful tests in the field and on the road, our Board of Lubrication Engineers bases its Chart of Recommendations.

Close attention is given to the design and construction of the engine. It is necessary to know, first, the speed of the bearing surfaces; second, clearance between bearing surfaces; third, temperatures at which bearings operate; fourth, pressures exerted in each bearing; fifth, the means provided for the distribution of the oil to each bearing.

The recommendations embodied in the Zerolene Chart are calculated with the greatest precision, and if Zerolene is used in accordance with them, correct lubrication and maximum fuel mileage are assured.

Board of Lubrication Engineers
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(California)

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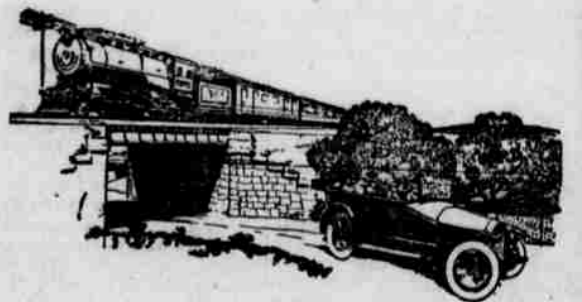
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