

THE GAZETTE-TIMES

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OFFICIAL PAPER FOR MORROW COUNTY

The Economic Grab Game

By RICHARD LLOYD JONES

COMPARE the finest Oregon apple with a wild crab and you have a simple parallel of the unfolding refinements of political and economic institutions.

We found the apple wild and we tamed it. We took the seed of the best fruit and planted again. By replanting only the best, protecting the trees from the insect foes, giving battle to the wrecking worm, we have through a generation of trees produced marvelous fruit.

This is not an illogical picture to present in the consideration of railroads. A lot of people think that we are going to the dogs. Ex-Senator Pettigrew of South Dakota, one of our brightest but most pessimistic public men, has recently written a book to tell us how topsy-turvy everything is and that we are headed for the bow-wows.

We are not going to the bow-wows. The good Senator is wrong. He points to the danger of combinations in business. The very danger that he fears is bringing into life the perfected fruit of government control with ultimate government ownership of the common carriers of the country. When we reach that good goal we are going to create out of those common carriers a revenue which will greatly reduce our tax burden.

It is a pruning process, a program of selection and development of that which brings promise of the better until we get the best.

We used to be afraid of railroad mergers. We used to pass laws to prevent them. We thought it a terrible system for small railroads to get together and organize one large system. Now we think it fine. We're encouraging it. The trouble is, a lot of fellows who were progressives in 1889 haven't yet got the progressive view of 1922.

Four big railroads, the Northern Pacific, Great Northern, Chicago, Burlington and Quincy and Chicago, Milwaukee and St. Paul are today talking merger. This is not a terrible contemplation. We should hope for its consummation. It is just making one fine, big apple out of four smaller ones. It's improving the fruit on our national economic and industrial tree.

If you want to see a line of old railroad crabs just look at any passing freight train. It's a kaleidoscopic picture of a monumental mix-up, a moving panorama of the inefficiency and waste of a lot of little crab roads.

On that passing freight train you will see cars marked New York Central, Southern Pacific, Boston and Maine, Denver & Rio Grande, Southern, Great Northern, Lackawanna, Illinois Central, Wash, Florida East Coast, Soo Line, Texas and Pacific and so on to the caboose.

Every one of those cars has to be distributed back to the four corners of the continent until they get on their own little siding. Petty, little sour crabs, belonging to an ancient transportation tree.

The United States mail pouch is a mail pouch anywhere from Maine to Arizona. Any railroad car should be the same.

The more they merge the better and when we get one big merger of all railroads, the next step will be for the government to take them over, run them, acquire the profit and spend it in running the business of the government, thereby reducing the tax burden upon the tax payer.

Railroads, like apples, get better as they get bigger. It's a great and grand grafting game just like pruning up the trees for the finer product. We are going ahead, each day nearer to a more perfect product.

Portland Holds the Key

THE delegates to the open river conference are welcome guests in Pendleton. This place is not on the Columbia yet it has shown more interest than any other community in the cause of river development. Our interests are three fold. As the capital of a wheat producing territory this city is interested in barge navigation on the Columbia so as to reduce freight rates. We are interested in greater power development and in irrigation through pumping which may be brought about through harnessing the waters of the Columbia.

It is now well recognized that to open the river we must develop its power resources. The swift water at various places in the stream prohibits barge navigation. At present powerful boats may navigate the Columbia and Snake as far as Lewiston but we have no real commercial navigation. We won't have until the river is further improved or a type of boat is produced that will revolutionize our method of water transportation.

But the difficulty that confronts us is a blessing in disguise. We need power as badly as we need cheaper transportation. Most of the power development has been on a private basis and the aim has naturally been minimum development and maximum rates. We pay high for electricity for lighting purposes. The rates are such as to make electricity prohibitive for heating purposes and almost prohibitive for industrial purposes. We need cheaper electricity so that it may be more generally used. Our railroads should be electrified and much of our arid land should be watered through pumping by electricity.

There is plenty of potential power available. Nearly one third the prospective water power of the nation is in the Columbia basin. The total possible hydro-electric power of the region runs above 70 million horse power. Three projects on the river, the Bonneville, Celilo and Umatilla rapids projects, may be made to produce over 2,000,000 horse power. The task is to get the river harnessed.

Pendleton has no more interest than other towns in securing development of the river. Our selfish interests in the matter are not as great as those of Portland. Many in Portland have not yet awakened to the fact but the real destiny of our metropolis is linked up with this subject and forever will be.

A line on what Columbia power development means to Portland was recently given by the Oregon Journal in the following editorial, which is worthy of reproduction:

Why not put Portland on an electric parity with Tacoma?

The average householder in that city can heat his house with electricity at a cost approximating \$12 a month. He is able to buy current for house heating from his municipal plant at 2 cents a kilowatt hour. He is able to electrify his home completely at a cost of about \$150 a year.

Why not put Portland on an electric parity with Seattle?

The people of that city have undertaken one of the great mechanical romances of modern times. They will develop 150,000 horsepower from Skagit river. Ruby reservoir, 1600 feet above sea level, will be 25 miles long and its dam 480 feet high, and water will feed through a tunnel 3 1/2 miles to Ruby power house 800 feet lower down, developing 325,000 horsepower. Gorge reservoir, still lower, will be four miles long, with a dam 600 feet long and 240 feet high, the water passing through two tunnels, each two miles long, to Gorge power house, where 225,000 horsepower will be developed. The great surge of industry from the Skagit river project will be turned into the industries and the homes of Seattle, to give it an electrified advantage over competitor cities.

Why not put Portland on an electric parity with Chehalis?

Chehalis has a fine new city hall. But the taxpayers of Chehalis levied no tax to pay for it. They issued no bonds. They constructed the new building, which combines municipal offices, the fire and police bureaus and the municipal court, from the profits of their municipal lighting system. Chehalis does not generate electric current, but buys it from a private corporation. It buys for 4 cents a kilowatt and sells for 7 cents. Seven cents a kilowatt is a fraction of a cent less than the first rate paid in Portland by customers of the lighting companies.

The race in the West is to be the strong. The industrial future of any Western city is to be gauged by its utilization of hydro-electric power opportunities. The growth of industry together with expansion of port, distributive and marketing facilities, will determine the future prosperity of any Western city.

Washington cities are going ahead electrically. California communities are the most highly developed electrically in the nation.

Why not put Portland on an electric parity—in service and cost of service—with her competitors?

Portland has the opportunity to not merely attain a parity with her competitors but to outdistance all cities in the nation in the electric race. All the big proposed projects on the Columbia are within the transmission radius of Portland. Up here we think the Umatilla rapids project should be first constructed because the cost would be comparatively low, the engineering task simple, and land to be irrigated is adjacent to the project. However, if a disinterested survey should show some other project as the favorite for early work we will be for it.

What we want is development and from the standpoint of Oregon's influence Portland holds the key. If Portland will devote to Columbia river development one half the energy that was wasted on the fair proposition we will secure results that will be far more lasting than could be obtained from any exposition.—Pendleton East Oregonian.

Prison Helps the Farmer

WHETHER the officials of the International Harvester Company have been more interested in marriages than in machinery may not be decided, but figures given out by the census bureau would indicate that the trust had better pay closer attention to business if it hopes to keep up the exploitation of men who till the soil.

The census department shows that in 1921 there has been a decrease of 41 per cent in the total value of farm machinery products sold as compared with the year before. The largest percentages of decrease appear in horse-drawn vehicles and in tractors and traction engines.

This is a tremendous falling off, but while it has been in progress price reductions on farm machinery manufactured at the Minnesota State prison, granted in response to a request by the Minnesota Farm Bureau Federation, have saved farmers of that state \$150,000 in a year.

A report from this prison shows that 7,108 farm machines have been sold in the last twelve months, including particularly binders, mowers and rakes. This represents an increase of 139 per cent in the use of binders, 38 per cent in the sale of mowers, and 10 per cent increase in the consumption of rakes.

The manufacture of farm machinery in the State prison comes as a result of farm bureau activity and should prove an inspiration to other states, for seemingly a way has been found to get at least the thin edge of the wedge into the iron ring the Harvester trust has held around the throat of the farmer for years.

It has been contended that putting on the market the products of prison labor would unhorse business, but if the Harvester trust be unhorsed, nobody will grieve very much.

The farmers pay their share for the support of the restricted criminals, so it is not a bad idea for them to get something out of the labor of their wards.

School to Save Human Life

FLAT dwellers in New York are now to be blessed in the erection of a bacteriology building in which the public will be shown how to prevent disease.

A museum with models will demonstrate how to eradicate rats and flies, and how to ditch to do away with malarial mosquitoes, and how to indulge in home pasteurizing of milk. Also the sanitary handling of food and the proper kind of plumbing that should be installed in the public safety will be shown.

Truly New York is a wonder city. Medically there is nothing like it in the world. Your millionaire pays \$10,000 for an operation from skilled hands that perform the same operation on the needy free of charge. For the poor the city is a medical and surgical paradise.

Forward looking men of course have now come to see that prevention is becoming more and more necessary in the practice of medicine. In the old days doctors were taught how to cure disease. Now they are being taught how to prevent it.

It is high time the national and state governments recognized the necessity of following New York's lead.

The elections are over. Our new government officials will soon be in harness. What a relief it would be if they would spend some of the public money for the preservation of the public health.

New York has the advantage of a great concentration of medical skill that does not exist in the country, but the principles of health conservation apply alike in all districts.

Why cannot the national and state health departments educate the people to health preservation through officially advertised instructions and talks to the people signed by the proper authorities.

The newspaper is the vehicle to spread this knowledge.

We have said this before, but sometimes it takes a surgical operation to get an idea into the head of the government.

Live Cecil News Items.

Congratulations are extended to Mr. and Mrs. Joe White who were married at The Dalles on Tuesday November 14. Mrs. White was Miss Mary Ellis of The Willows. Cards are issued by the happy couple for a reception which will be held on Saturday evening at their new home near The Willows.

Judge Robinson Ione's leading attorney accompanied by Ed Bristow the genial General Dealer of Ione and his son Edmund were roaming round the Cecil hills early Sunday morning in search of geese, or whatever they could catch. Results at hand.

Master Harvey Smith of Four Mile visited his friend Noel Streeter at Cecil on Sunday. The young hunter went in search of all kinds of game, but they never saw a jack rabbit and landed home disgusted with their day's outing.

Mr. and Mrs. C. W. McNamer, Mr. and Mrs. Mike Kinney and John J. Kelly some of the leading citizens of Heppner made a short call in Cecil on their return journey from Portland where they took in the sights of the Stock show.

Mr. and Mrs. J. A. Allyn of Forest Grove have been busy looking after their property near Cecil and visiting their old neighbors at the same time. We were pleased to see Mrs. Allyn so much improved after her recent serious operation.

Ellis Minor made a short stay in Cecil on his return journey from Portland before leaving for his ranch near Ione. We were glad to hear from Ellis that his father is improving since he arrived in Portland.

Mrs. J. H. Samuels and children of Athena arrived at Willow creek ranch the home of Mr. and Mrs. W. Chandler on Tuesday and will spend some time visiting before returning home.

Peter Bauernfeld of Cecil is visiting friends in Ione and Heppner for a few days before leaving for Paso Robles Springs, California, where he will take treatments for a few months.

Miss Violet Hynd and Miss Hazel Anderson of Heppner and several

gentleman friends were the guests of "The Mayor" after taking in the dance at Cecil on Saturday.

Our sympathies are extended to Mrs. Geo. A. Miller and family of Highview ranch. Mrs. Miller's father passed away on November 11, at Battleground, Washington.

Mrs. Karl Farnsworth who has been visiting friends in Heppner returned to her home at Rhea Sliding on Saturday.

Mr. and Mrs. Ashur Montague and children of Eight Mile and friends from Freeewater were calling in Cecil on Sunday.

Miss Annie C. Hynd of Butterby Plains left on Monday for Heppner where she will visit for some time.

Mr. Kellogg manager of the Tumalum Co. of Ione was doing business on Willow creek during the week.

Mr. and Mrs. J. J. McEntire and children of Killarney were doing business in Arlington on Thursday.

Mr. Sydney White of Portland was looking up his friends in the Cecil vicinity on Saturday.

Everett Logan of Heppner spent Wednesday and Thursday in Cecil.

H. J. Streeter was a business man in Ione on Tuesday.

Mrs. C. C. Chlek, wife of Dr. Chlek of Heppner is a patient at the local hospital following an operation which was performed upon her yesterday morning.—Pendleton Tribune.

Miss Neva Hayes is leaving this morning for a two weeks vacation which she will spend with relatives at Eugene and Portland.—Pendleton Tribune.

NOTICE FOR PUBLICATION.

Department of the Interior, U. S. Land Office at La Grande, Oregon, November 18, 1922. Notice is hereby given that William Cunningham, of Lena, Oregon, who, on August 14, 1920, made Additional Homestead Entry, No. 017377, for W 1/2 SW 1/4, SE 1/4 SW 1/4, Section 23, N 1/2 NW 1/4, SE 1/4 NW 1/4, Section 29, NE 1/4 NE 1/4, Section 30, Township 3 South, Range 29 East, Willamette Meridian, has filed notice of intention to make final three-year Proof, to establish claim to the land above described, before United States Commissioner, at Heppner, Oregon, on the 12th day of January, 1923.

Claimant names as witnesses: Paul Hiler, of Heppner, Oregon; Percy Cox, of Heppner, Oregon; Frank T. Peery, of Lena, Oregon; L. H. Hatt, of Lena, Oregon. CARL G. HELM, Register.

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Lloyd Hutchinson

Where They CLEAN CLOTHES CLEAN

IT'S TOASTED one extra process which gives a delicious flavor

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Served in any style to your order.

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Elkhorn Restaurant Heppner

Gilliam & Bisbee's Column

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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

Announcement

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The SPECIAL SIX at \$1,525.00
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If you haven't a Brunswick Phonograph this will be a good time to learn how it excels in tone, the utter absence of vibration or metallic suggestion. Models are beautiful, the range of prices suits every pocket-book; payment can be arranged in accordance with our convenient monthly plan.

Say to Father "I want a Brunswick"

Then explain how comfortably he can get it for you and bring him to our shop to hear it. He will enjoy a Brunswick just as much as you and your friends. Everyone who appreciates the best music should own a Brunswick—the favorite of musicians.

2311—"Tricks"
"Dancing Fool"
2317—"Panorama Ray"
"Thru the Night"
2326—"Tomorrow"
"I Wish I Knew"
2313—"The World is Waiting for the Sunrise"
"Eleanor"
2335—"Why Should I Cry Over You"
"Gee, But I Hate to Go Home Alone"

Jack Mulligan

Sherman-Clay & Co.'s Representative, at

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Large cake No waste

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