

THE GAZETTE-TIMES

THE HEPPNER GAZETTE, Established March 20, 1887. Consolidated February 15, 1912.
THE HEPPNER TIMES, Established November 18, 1882.

Published every Thursday Morning by YAWTER AND SPENCER CRAWFORD and entered at the post-office at Heppner, Oregon as second-class matter.

OFFICIAL PAPER FOR MORROW COUNTY

Waiting

They are waiting for me by the sun down sea,
Friends of my heart in the used-to-be;
They are waiting for me at the violet gate,
Where shadows of love in the twilight wait!

They are waiting for me, I know, I know,
In the autumn lanes, by the streams that flow
Out of the valleys of dusk and dew—
The loved that I lost, and the leal, and the true!

They are waiting for me, and it makes life sweet,
As I go on the way of the weary fleet.
To think of the shadows beside the shore
That will know me again as they knew me of yore!

They are waiting for me, the frail and the fair,
In the golden dream of the ambient air;
They are waiting for me by the sundown sea,
Friends of my heart in the used-to-be!

—Folger McKinsey.

Which Way Shall We Travel?

When E. H. Harriman, the greatest constructive intellect that ever turned his attention to transportation, took over the western railroads, he fought to accomplish their highest possible efficiency as carriers.

He reduced grades, cut out curves, enlarged sidings, shortened time for coal and watering, enlarged rolling stock, speeded up trains and sought enlarged volumes of traffic.

Twenty-five years ago the western railroads had 60-pound rails. Today most of them have 90-pound rails.

Then the freight cars carried 20,000 to 30,000 pounds freight. Today, freight cars carry 50,000 to 100,000 pounds freight.

Harriman found them single-track railroads. Today they are double-track on all divisions requiring it.

Roosevelt fought to break up the big railroad mergers and said he would send Harriman to Sing Sing.

Legislation following his fight stopped the railroad clock and for fifteen years our country has spent millions annually, not on needed new railroads but on valuations, accounting, legislation and regulation.

Every cent a railroad takes in or expends must be reported in duplicate or triplicate to state and federal commissions, costing millions annually but producing not one cent of new business.

In fact this entire useless, predatory interference has to be paid for out of the pockets of the people in high freights and fares and, on top of this, the army of officials and their families ride on free passes.

It takes six different classes of unionized labor to repair a locomotive headlight. In the old days the engineer did it. Thanks to Mr. McAdoo, it is all added to the freight.

The great scarcity of unskilled labor prevents

railroad expansion and common labor is costing some of the eastern railroads from \$4 to \$7 a day.

The farmers cannot afford to pay such wages and millions of acres of corn are going unhusked.

The three per cent immigration limitation is making European countries hate our country, blocking our development and raising the cost of necessities of life.

There will be no new railroad building to speak of for years to come under the rule of limitation of earnings. There may be consolidation of lines by the Interstate Commerce Commission largely controlled by officials who never spent a day of their lives in railroading.

In the days before the uplift reform wave any man or group of men could project a new railroad, make a survey, get a franchise and go ahead on a long chance of making a big stake. Most of them lost their time and money but they loved the excitement of the game as true Americans following the impulse of enterprise and initiative.

That is all done away with, state and federal commissions, blue sky laws, rates that throttle otherwise productive corporations by placing restrictions on the earnings, regulations and red tape tie the hands of individuals who otherwise might have the pep and backbone to undertake large new enterprises.

The American railway system has become waterlogged from over-legislation and over-regulation and may never recover its old-time healthy rate of rapid growth and expansion.

Millions of money are now spent annually on thousands of state and federal officials to supervise and overhaul the properties and activities of American railroads. Will this army never stop until we have the highest finished product of European paternalism? Our country will travel in this direction or it will go back to just plain common-sense American ideas of railroading.—The Manufacturer.

The announcement of Mr. Barratt that there is still a chance that money will be forthcoming for the completion of the Jones Hill unit of the Oregon-Washington highway, is encouraging, and it is to be hoped that the commission may be induced to see how important it is that this uncompleted job be finished. It is well to remember, however, as Mr. Barratt suggests, that there are many other portions of state highways over Oregon that are in condition identical with this, and if the money is lacking, and the commission see fit to finish some other road that they consider of greater importance, we shall have to be content. However, Heppner people will regret to see Mr. Barratt retire from the commission and will always remember that he did all he could for his own part of the state, conscientiously, and that much we have received would not have come our way but through his efforts.

Do your Christmas shopping early; get those packages into the postoffice before the big rush is on; patronize the Heppner merchants, and thus be prepared to enjoy a real Christmas with a clear conscience.

Live Cecil News Items.

Misses Mildred Henriksen and Violet Ledford of Strawberry ranch, made a hurried trip to The Dalles on Saturday, returning home by stage the same day.

Mr. and Mrs. J. Hardesty and family, also E. B. Gorton of Morgan visited with Mr. and Mrs. H. J. Streeter during the week.

Misses Violet Hynd and Thelma Miller of Heppner spent Friday and Saturday with Miss Annie Hynd at Buttery Flats.

A number of Cecilites took in the turkey shoot at Morgan last Sunday, but returned home without the sign of any turkey.

Mr. and Mrs. Dell Ward of Heppner visited at the home of Mr. and Mrs. K. Farnsworth of Rhea on Thursday.

Miss Vivian Younk of Heppner spent Saturday and Sunday at the home of Mr. and Mrs. L. L. Funk.

Mrs. K. Farnsworth, of Rhea, who has been spending a few days in Portland, returned home Tuesday.

George and Henry Krebs of the Last Camp, also J. W. Osborn, were county seat visitors on Tuesday.

Harold Ahalt, who is trapping around Rhea and vicinity, spent a few days in lone this week.

Oscar Chandler of Willow Creek ranch spent a few days in Pendleton and Athena this week.

Johnnie Shufert and E. W. Erickson of Rhea took in the dance at Heppner Thanksgiving night.

George Wilson spent Thanksgiving in Heppner with his parents, Mr. and Mrs. Wm. Wilson.

Miss Grace Palmer of lone spent Thanksgiving with Mrs. Mary Halfer of Shady Dell.

Master Noel Streeter of Cecil was

the guest of Jackie Hynd of Buttery Flats on Friday.

Jackie Hynd and Johnnie Turner of Heppner, spent a day or so at Buttery Flats this week.

Al Henriksen and son Clifford of Lexington were Cecil callers on Thursday.

Ellis Minor and son of lone were business callers in Cecil Wednesday.

School of Journalism Will Have New Building.

UNIVERSITY OF OREGON Eugene, Dec. 4.—A new three-story building of the University of Oregon School of Journalism will be formally dedicated in March according to an announcement made by Eric W. Allen, Dean of the School.

The School of Journalism lost half of its available space last summer when one of the frame buildings used for offices and class rooms was destroyed by fire. When the new building which will be of brick construction, is completed, the School of Journalism will have twenty-eight offices, lecture rooms and laboratories and will be one of the best equipped schools of its kind in the country.

Some of the larger journalism classes are at present being accommodated in buildings devoted to liberal arts courses.

Mens Class Conducts Services.

The Mens Class of the Federated church had charge of the morning services last Sunday, being "Educational Sunday" the pastor turned the service over to the class, M. L. Case being master of ceremonies. S. E. Notson, F. R. Brown and others made speeches, having been called up on short notice, and although the service was of an impromptu nature, it was interesting and profitable and well received by the good audience present.

Gilliam & Bisbee's Column

Come in and get the County Agent's machine for the dry treatment of your wheat—Copper Carbonate. The work 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

MAKING HOUSEWORK EASY

Clean steel knives and forks, remove stains and grease with

SAPOLIO

Cleans • Scours • Polishes

Large cake No waste

ENOCH MORGAN'S SONS CO., New York, U. S. A.

WILL you have your old suit fixed up, or buy a new one? Either way, see

Lloyd Hutchinson

Where They CLEAN CLOTHES CLEAN

Central Market

FRESH AND CURED MEATS

Fish In Season

Take home a bucket of our lard. It is a Heppner product and is as good as the best.

BLANKETS

OREGON CITY WOOL-EN MILLS

"HUDSON BAY"—Virgin Wool, and no better blanket made. For a cheaper blanket we also carry the "FRESNO"—a standard brand.

PENDLETON INDIAN ROBES AND SHAWLS

Fine Showing in Artistic Patterns and Colorings.

Sam Hughes Co.

Phone Main 962

Good Printing Is Our Hobby—The Gazette-Times—

If It's For A Man--GET IT AT A MAN'S STORE

get me a pair of gloves

MEN are only boys grown up—especially at Christmas time—when it's easy as sin to tell "just what they want." There is no reason why woman should fret and fume over what to give HIM. Follow his footsteps of filling past wants and they will lead you HERE—to a man's store. Our practical gifts on display fairly scream out his likes.

SILK CRAVATS
All silk cravatst of splendid did qualities in an unusual extensive variety of new colorful patterns.
A low price that suggests the purchase of many. Boxed as gifts, 75c, \$1.00, \$1.25.

MEN'S GLOVES
They are of cape skin in tan, brown and black and are featured specially as gifts.
\$2.50, \$5.00

MEN'S HANDKERCHIEFS
Of sheer linen, damask linen and voiles—an assortment seldom to be had at so reasonable a price. Very remarkable in quality.

MEN'S SILK HOSIERY
Thread silk hosiery in many two color combinations, brown, blue or white with black attractively clocked. All reinforced at toes and heels.
A Fine Line of House Slippers

a necktie for me

Stop in and see our line of Whipcord Suits—the latest creation in Men's Clothes. Made up for Men and Young Men in conservative and sport models.

D. A. Wilson

A Man's Store for Men

"DADDY!"

When away from home remember the long distance telephone

Do you realize the little effort required to assure those near and dear to you of your safety and comfort? The telephone in public pay station or hotel room—in fact, any telephone, anywhere—means that separation is measured by minutes, not miles.

Send the message of cheer and affection. You will be giving pleasure to others, which will be reflected in your own satisfaction.

Long distance telephone service is prompt, efficient and inexpensive. Every Bell telephone is a Long Distance station.

The Pacific Telephone And Telegraph Company

Announcement

Extraordinary

THE LADIES OF THE FEDERATED CHURCH will hold a

Bazaar and Fancy Work Sale

in the Church Parlors

Friday, December 15th

SPECIAL FEATURES

HANDKERCHIEF BOOTH
Case, Cason and Notson's 63 varieties of Handkerchiefs

APRON BOOTH
Aprons in endless styles

FANCY WORK
Hundreds of fancy and useful articles

HOME-MADE CANDY
The kind that melts in your mouth

WAIT FOR IT