

Local Happenings

While in Arlington a week or so ago, Mrs. Lillian Cochran of this city had the pleasure of a visit with one of the pioneers of Gilliam county, long resident of Lone Rock, but now residing in Arlington—Mrs. Amanda Melvina Crawford. Mrs. Crawford is 87 years of age and very spry, and does her own housework. She stated to Mrs. Cochran that she was named for the famous heroine in Sir Walter Scott's novel, "The Children of the Abbey." She can recall many interesting stories and is full of reminiscences of the pioneer days, and while slightly deaf is possessed of wonderful eyesight; states that the only way she knows she is getting old is because she cannot hear so well, and fully expects to live to be a hundred.

Mr. and Mrs. Joe Simas and family of Kimberley, are spending a few days in Heppner, guests at the home of Mrs. Lillian Cochran. Mr. Simas reports fine weather in the Monument section, alfalfa growing well and the lambing season rushing, with more than a normal increase, as there are many twins. He looks forward to a very prosperous season.

Maple Circle, Neighbors of Woodcraft, had initiation of new members and a good social time on Monday night at their regular meeting. Newly initiated members were Mrs. Henry Hapgood, Mrs. Chas. Vaughn, Mr. and Mrs. Osmin Hager, Mrs. Chester Saling and Miss Virginia Hill. About 15 were present and report a good time.

Mr. and Mrs. B. H. Grady and Mr. and Mrs. Alvah Jones, Lexington, folks, took in the big picture, "The Lost Battalion," at the Star theater on Tuesday evening. Large numbers of Lexington and lone people drove up for this entertainment, and Main street was lined for several blocks with cars from the outside.

Much improvement has been going on at late at the court house grounds, where Janitor Ayers has been busy in pruning up the trees and thinning out the grove of locusts. A new walk to the hill has been authorized by the county court—a needed repair that will add to the attractiveness of the surroundings.

Miss Alice Howard, an instructor in the Dixie grade schools, was the motif for a surprise party Tuesday evening when her fellow instructors entertained in honor of her birthday at the home of Mr. and Mrs. Geo. Cochran of Dixie. A prettily appointed luncheon was served—Milton Eagle.

The big rush has been on with the attorneys and court house officials during the past ten days, preparing the papers for the applicants who are desiring to take advantage of the help offered by the state in securing seed wheat. There is much work required in the unwinding of the red tape.

Sunday was Decision Day at the Christian Bible School and several boys and girls took their stand with the church. At the evening services, preceding the sermon, Pastor Trimble baptised four girls and three boys out of the number who joined the church at the morning services.

E. Albee, district game warden, was here Sunday from Heppner. He was looking into reported violations of the state game laws, reports having been made to him that China pheasants were being killed in this county.—Condon Globe-Times.

Ed Johnson of Kimberley, Ore., is in Heppner this week. With others from his locality he is interested in the promotion of the irrigation project of the Monument Ditch company and was here on business connected with that enterprise.

Mr. and Mrs. C. W. McNamer and Mrs. Rogers returned the first of the week from a trip to Portland. Mr. McNamer went to the city for a physical examination at the hands of a specialist, and his condition is reported to be fine.

Mrs. Dick Wells, chief deputy in the office of Assessor Wells, is unable to speak above a whisper, having been attacked by a cold that seriously affected the vocal organs. Dick says he is having his "say" now.

Free Lecture, "WHY THE JEWS ARE RETURNING TO PALESTINE" will be given by Mr. S. J. Toutjian of New York at Odd Fellows Hall Tuesday evening, March 10, at 7:30 p. m. Public invited.

John Keegan, who runs stock and ranches in McDonald canyon, was in the city on Wednesday. Spring is opening up pretty well out that way and Mr. Keegan looks for a good season.

W. P. Mahoney of the First National Bank and J. W. Heymer of the Farmers and Stockgrowers National of this city are in Portland this week attending a meeting of state bankers.

The Eastern Star social club meets at Masonic building on Saturday afternoon at 2:15. Sewing and cards will be the order of entertainment.

Vernon Glaze, county surveyor of Grant county, was in Heppner for a few days this week, being called here by matters pertaining to his office.

Mr. and Mrs. John Adams arrived here on Tuesday on their way out to Hardman. They have been spending the past three months in Portland.

The Ladies Missionary society of Bethel Chapel met on Tuesday afternoon at the home of Mrs. Geo. Thomson and enjoyed a fine program.

John Kiernan of Ione is at the Heppner Surgical hospital, suffering with a severe attack of the grippe, but is reported to be improving.

Mrs. Gay M. Anderson is assisting the force in the court house this week helping out with the rush in the office of the county clerk.

Chas. McDaniel and family have moved from Boardman to Heppner and expect to make their home here in the future.

Charley Ayers departed for Portland on Monday to undergo a physical examination at the hands of the army physician.

Mrs. W. H. Cleveland is spending a week in Portland and Graham, enjoying a visit with relatives and friends.

Assessor Wells returned home from a visit to Portland on Tuesday.

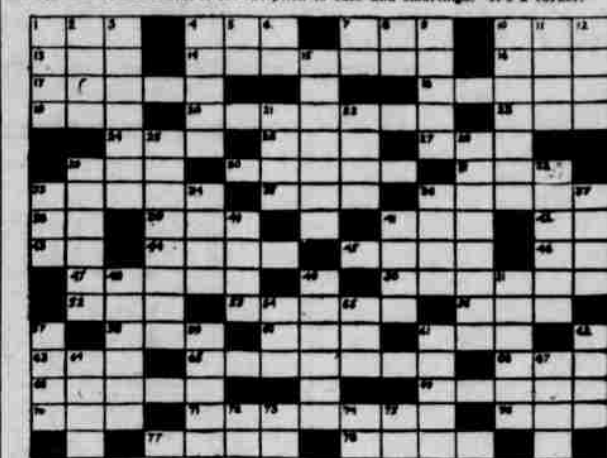
This Week's Cross Word Puzzle

By LYNN ARTHUR

HOW TO SOLVE A CROSS-WORD PUZZLE

The first letter of each word is indicated by a number placed in the blank white spaces, and by referring to the list of words given below, you will find the definition. For instance, number one horizontal gives the definition of a word which will fill in all the white spaces to the first black space at the right. Number one vertical gives the definition for a word which will fill in all the white spaces to the first black space below. The black spaces indicate the end of a word, and no letter is placed in them. When completed, the puzzle must read both horizontally and vertically or across and down.

Lynn Arthur has cooked up this cross-word for puzzle fans this week. Here's what he has to say about it: "All the words in this cross-word, with one possible exception, are used in English conversation and should give little difficulty to cross-word fans. Time yourself on it. If you can solve it in 20 minutes you are pretty good. And here is a tip. No. 46 horizontal is the exception to ease and smarting. It's a corker."



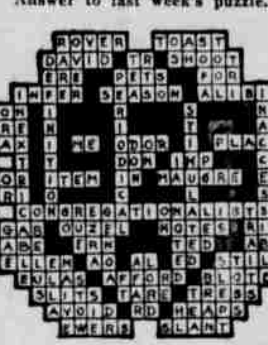
HORIZONTAL

1. Offspring.
2. In time past.
3. Legume.
4. Short for Alonso.
5. Unit.
6. Breaking of day.
7. I.
8. Did.
9. To certify.
10. Fondle.
11. Sinner.
12. Fixed charge.
13. Boy.
14. Open (Postical).
15. Period of time.
16. Ever (Contraction).
17. Round object.
18. Round time.
19. Russian national drink.
20. Abbreviation for Russian.
21. To use (a word).
22. Form of "to be."
23. Conjunction.
24. Abbreviation for relative.
25. Musical note.
26. Note of scale.
27. Spoke.
28. Close to.
29. Name (abbrev.) Latin.
30. Bird's beak.
31. Spila.
32. Period of time.
33. To sleep.
34. Kind of tree.
35. Bell.
36. Author of modern "Fables in Slang."
37. Girl's name.
38. Personal possessive pronoun.
39. A wrong.
40. Degree of Doctor of Laws.
41. Power of place.
42. Steel plate.
43. Sorrowful.
44. Inclining.
45. Talk.
46. Charitable donation.
47. Never (contraction).

VERTICAL

1. Toilet article.
2. Formerly.
3. Irritated.
4. Summer.
5. Southern state (abbrev.).
6. City of peace.
7. Greek letter.
8. Half an em.

Answer to last week's puzzle.



What Would We Do Without the Railroads

By C. L. GILLILAN.

THE railroad question as a general issue has been much discussed, that is as regards its consideration as a national question. What will become of the railroads? is a query that has often been propounded to the commercially wise but has as often been passed back unanswered, or at best partially answered with the prophecy that as times progress more modern conveniences will supplant these rail lines and that they will gradually fade out as have the wide-belted stage driver and the prairie schooner. Perhaps this is a fact—perhaps in time to come the wheat crops of the world and especially our great west, the corn crops of the central states, the lumber products of the south and northwest, the steel products of the eastern mills, the great bridge spans weighing many tons and any and all other too-numerous-to-mention commodities that contribute to the tonnage of the railroads today will be transported thru the air at a mile-a-minute clip and at a transportation rate that will leave the railroads entirely unable to offer competition. Perhaps future years will offer this and more—more than we are capable of dreaming of at the present time, and it is wise and timely to ask and consider today, the question: What will become of the railroads? In fact, it is the first and foremost duty of those in whose hands the control of the railroads today is to ask this question—it is their problem to solve—it is they who are doing a service for the citizenry of the United States that the general mass of citizens does not realize or comprehend and cannot appreciate. These same men who are carrying on the vitally important work of maintaining and operating the railroads are laboring under difficulties unknown and unheeded by the citizenry of the country. The railroad official of today is not particularly an object of envy as he was in days gone by. He is a servant (in the case of the Union Pacific Railroad he is the manager of the affairs of the 51,244 stockholders who are scattered through every state of the Union and from Alaska to the Philippine Islands, almost half of whom are women and most of whom are persons of moderate means) yet he is portrayed and cartooned as an individual of unlimited wealth and power, an ogre holding in his grasp the fate of the public who reside in that part of the country thru which his lines operate. The railroad interests have been drawn and portrayed as vultures preying upon the farmer, stockgrower and producer of every class and character; bloated magnates holding undisturbed ownership of Congress and our law making bodies; drawn and characterized thus until the general public is certain that the railroads are inimical to the general public welfare and are at best a necessary evil—necessary because, it seems to the average lay mind, that it is impossible to get rid of them yet while until their strength is sufficiently sapped and it becomes possible to pounce upon them and destroy them utterly; evil because certain newspapers say they are, because paid cartoonists have repeatedly characterized them as such, putting before the public in the most impressionable manner possible the railroads and railroad interests as evil influences and evil organizations.

It is not an overly delicate compliment to the mass of people to thus infer that most of their newspaper information is thus derived thru the medium of the cartoons and it is not the intention to infer that Mr. Average Man and Mrs. Average Woman picks up his or her newspaper, looks at the cartoons and considers the paper read—but it is the intention to say that the railroads and railroad interests have been so greatly and so consistently misrepresented thru this most impressionable medium, the cartoon, that the average citizen has grown up with and lived his life in the atmosphere created by such cartoons that it has become his subconscious conviction that the railroads are inimical to his interests as a citizen of the United States. He does not realize that the petty ambitions of self-interested politicians have prompted the most unjust and unprovoked attacks upon the railroads; he does not stop to realize that the attack upon the railroads of the country has provided a safe and solid stepping stone upon which these same politicians have stood to leap into political power; nor does he realize that these same politicians have preyed upon his inborn prejudice against the railroads, promising reduction of rates, betterment of service, and other things he knows he cannot accomplish, and upon failure to redeem his promises he instills more prejudice against the railroads in the mind of his unsuspecting constituent.

If the necessity for the railroads throughout this country presents itself to the minds of the people as stated above—and it is reasonably sure that such is the case in many of the instances where we might suspect—then it is well to call attention to the other viewpoint—one which is as familiar as the one cited but one which is but little thought of, and that is the picture of the country without railroads! Impossible? Why? The word "country" is used as applying particularly to the farming districts of the nation, the territories served by the branch line roads. In such territories it has become habit to think of railroads as being institutions permanently fixed, there being no possibility of their being removed, that they will be maintained and continued regardless of what difficulties may be put upon them or how much traffic they are robbed of by irresponsible competition—to be used only when that competition is not capable of moving freight that must necessarily move or at such times as that competition is not available. Little thought is given to the uncertainties and unfairness of such competition with branch and main line that are paralleled by highways. It is not intended in this article to quote figures or statistics but to be content with general statements, all of which are based on and may be substantiated by statistics that have repeatedly been printed and broadcasted in news prints and otherwise. However, on one hand the railroad maintains its track at an expense little dreamed of by the lay mind—renewals of rails, ties, yard equipment, etc., which must necessarily take place periodically, the continual daily maintenance by permanently employed section gangs, the upkeep of station buildings, stock yards, fences, crossings, water tanks and fuel stations, coal shuttles and bunkers, round houses, turntables, etc., present prob-

lems to the mind of Mr. Gillilan that he has not thought of before, that he could comprehend but slightly, not that he lacks the intelligence to do so, but that he must be familiar with such equipment and know its uses more thoroughly than he does to appreciate the amounts of work and money necessary to maintain such equipment; nor does he stop to realize that each piece, each detail of railroad equipment is always, and must be always in perfect working condition. This is by no means all. We must consider the service given by the railroads. Every day the train leaves its terminal at a stated time, covering its assignment regardless of how business conditions are, regardless of how much or how little traffic is moving, regardless of how much of its due is ascribed by competing stage and truck lines operating on the public highway; many days making trips that net less in revenue than is spent by the railroad for the coal burnt on the engine in making the trip, not to mention the wages of agents, helpers, train and engine crews and section men, or the fortunes paid into the county treasuries each year in taxes. In comparison we must consider two facts, the first of which is the privately owned automobile that has made tremendous cuts in the passenger traffic of the railroads the extent of which is generally little realized. This, however, is considered a condition consequent with the times and one which forms a problem of competition against which there is little argument. Second and most important is the competition offered by the auto stage and truck lines that are under practically no expense, for they operate on publicly owned and publicly maintained highways, have no stations, tracks or terminals to maintain and pay no taxes, in fact, nothing whatever compared with the amounts expended by the railroads in giving similar service.

Was the expression "irresponsible competition" misused a little way back? Let us see. What insurance is given the shipper for loss or damage to freight transported by stage lines as compared with that given by the railroads? What is to prevent the suspension of stage line service when business does not justify the maintenance of regular schedules? Has Mr. Average Man ever asked himself the question, What would become of the country without the railroads? Has he pictured the interior districts of Oregon, for instance, as they would be without the familiar toot, toot and rattle of the little branch train making its daily trip? Perhaps he has, but with it the associated thought that nothing can move the railroads. That is a matter of fact proposition with him—he insists to himself that the railroad belongs to the country and cannot be moved, but this is not the case. Is it reasonable to suppose that the Public Service Commission, or the Interstate Commerce Commission would compel a railroad to maintain service thru a territory that refuses to patronize that railroad or continue to operate at a loss in a district that shows its preference for stage and truck line competition? It is not likely. Branch line roads and even main line railroads have been abandoned in the past and it is not beyond the scope of possibility that the same thing will happen in the future; furthermore, it is a certainty if unfair, irresponsible competition is allowed to sap the traffic justly due the railroads to an extent that the railroad must operate at a loss. Curtailments of service on branch lines have already occurred and further curtailment is due under present conditions.

After Every Meal

Pass it around after every meal. Give the family the benefit of its aid to digestion. Cleans teeth too. Keep it always in the house.

Costs little—helps much.

WRIGLEY'S

A certain storekeeper in a branch terminal was solicited for business by a prospective truck line that was contemplating service into that district and his reply was, "No, sir, I remember the days when we had no railroads into this place, we spent our money and efforts to get the road built up here and as long as they stay they are going to haul my stuff." This man realized his and the district's need for the railroad, realized that in order to maintain itself the railroad must have his as well as the other business of the community and territory; that that class of traffic in his territory was not of sufficient volume as to warrant competition. He knew that his merchandise loaded in Portland today came to him, via railroad, the following day, a service that could not be improved upon. The railroad was not a matter-of-fact proposition with him, not unmovable; he had seen the day before the railroad and knew the need of it to the country. He had seen the railroad move

in and had no desire to see it move out. Was his answer to the solicitor right or wrong? Let us then look through this man's eyes and imagine the branch line gone, this district without a railroad, which is, after all, the viewpoint that concerns us most, and ask, not What will become of the railroads, because that question is already answered for us; but rather, What would become of us without the railroads?

Harvie Young and family are preparing to go to Medford where they expect to make their home. Mr. Young has been offered employment there and will leave here in a week or ten days. He has tendered his resignation to the county court as justice of the peace for this district, and that body will name another man for the place at the March term.

Mrs. John Kilkenny was a visitor in the city from the Hinton creek ranch on Monday.

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First National Bank

HEPPNER, OREGON

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