

THE GATE CITY JOURNAL

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DRINKING AND DRIVING DON'T MIX

Now that liquor has been legalized and is easy to get—in Oregon—the strong arm of the law is more than ever opposed to the dangerous combination of drinking and driving. Last week two Idaho men, arrested in Ontario for drunken driving, were fined \$100 each while two Oregonians paid a similar fine in Payette, the Idaho city that is noted for its straight and narrow notions.

John Law has the support of Mr. and Mrs. Public in his drive against drunken driving, not because they are afraid the man who has imbibed too freely will hurt himself but because he is a menace to every motorist and pedestrian on the public highway. The road is not wide enough for the driver who is two shades in the wind. For him the ordinary hazards of driving a car are trebled. He is a threat to every innocent man, woman and child who is on the highway.

Some years ago it was a difficult matter to prove that a man was actually drunk but today a bottle in the car appears to be sufficient evidence, particularly if some mishap precedes the finding of the bottle and arrest. Court records show that stiff fines and sentences have followed in cases wherein the defendant pleads guilty. Had he attempted to fight the charge only to receive conviction, the fine and penalty imposed by law would not have been a

joking matter. A prison term looms in the pathway of the drunken driver.

Moral—It is safer to drink at home within four walls than on the public highway.

THE AIR MAIL LESSON

President Roosevelt was right in reading the "riot act" to the heads of the army aviation corps for they were the officials who gave him the information that the army service was in condition to fly mail.

Ten dead army pilots and numerous wrecked machines gave decisive testimony that something radical was wrong, and President Roosevelt summarily put an end to the army flying mail in full service for the purpose of making a thorough study of the situation.

To all of us it was evident that the army planes are not on par with the commercial planes on transcontinental routes although of course there has been some loss of life on the latter. However, it was a shock to learn beyond doubt that the Cheyenne crash and a two-motored bomber both resulted from all engines going dead in the air.

Statistics show that the army air service is woefully weak in point of flying experience, air pilots in the service averaging 500 hours of experience against 4000 hours for commercial pilots.

It is sincerely to be hoped that the lesson taught by the loss of ten lives in the army service will not have been in vain, and that in the future the army will be given orders and the means to properly train its pilots.

WAR PHOTOGRAPHS

Pictures, showing the tragedies of the late world war, will be published by The Oregonian. Better than words could express, they will convey the horrors of such madness.

That many countries of the world may again be plunged into such a conflict as the late World War is not a myth. But is it not a cold fact that our last war, and others, have been the result of mere jealousies and squabbles between small cults in government, quickly magnified into major belligerencies. Most citizens love their native country and are easily roused to frenzy in the belief that it has been insulted. So away go millions of the country's best young men to be sacrificed for official gratification and for the profit of international bankers, munitions makers and profiteers.

It would not be so bad if the blatant breast-slappers who bring about the horrors of war and prate about honor were placed in the front lines and given a chance to vindicate the honor they are so fond of orating about; but that never happens. They stay at home and a good many of them derive wealth at the cost of thousands of lives. Conscript wealth as well as men—and we would have no more war.

EDITORIAL COMMENTS BY CLARK WOOD

The girl who wants to make a perfect match should begin with her cheeks.

The chap who figures that the world owes him a living sometimes collects it behind grey walls.

Prospects are not so rosy for the state in business, even when it's the liquor business.

A man may also be known by the charge account he keeps.

It's a great thing to be a good scout as a girl, but it isn't so laudable when you grow to ladyhood.

If you are interested in dramatics, remember that, for your husband, a little theater goes a long way.

The dashing chap who fears nothing on the polo field may quake before the paying teller in his bank.

NEW STREAM-LINED TRAIN IS COMING

Union Pacific's new high-speed, streamline train which has been heralded as "Tomorrow's Train Today" will pass through Nyssa at 2:10 p. m. April 2. Its introduction chronicles one of the most dramatic events in transportation history.

Streamlined to a greater degree than has ever before been attempted, the train has been inspected by thousands on its exhibition tour which started in Chicago.

The train comprises three cars, the first of which contains the power plant and mail and baggage compartments. The other two cars are for passengers, one car seating 60 persons and the other 56. There are no sleeping cars in this first train but sleepers have been designed and have been included in the second train which is now being built.

The tubular construction of the train includes not only the sides and top but the bottom is rounded and there is no runway on top of the train. There is no rear observation platform, no old-fashioned cow-catcher to stand on in the front. All of these structural matters are a part of the streamlined design adopted to reduce wind resistance to a minimum and which enables the train with its 600 horse power to attain a speed of 110 miles an hour.

FROM OUR READERS

The Journal wishes to thank the following readers for renewals which were received last week: L. L. Patterson, Grover C. Vest, Dick Groot and Geo. Bertsch.

The Solon Miners have changed their address from Arcadia to Harper as they have rented a farm in Little Valley for this season. The Miners were in town Friday.

Monday renewals were received from J. W. Graff of Homedale, Miss Harriet Ahearn, John Ward, Phin Warren, George O. Smith, Garrit Groot, M. M. Greeling.

A new subscriber is A. E. Hawkins of Ravendale, Cal.

ST. PATRICK

St. Patrick, the apostle of the Irish, is generally believed to have been born in Brittany about 389. When a young lad he was seized by an Irish pirate and carried off as prisoner. Thus for seven years he was a slave shepherd before he could effect his escape and return home. By this time, in answer to an inward voice, he had decided to enter the priesthood with the view of converting the Irish. After due study, Pope Celestine I. commissioned him to this work, having first consecrated him bishop. Loigaire, King of the island, was so impressed by St. Patrick that he granted him permission to preach without fear of annoyance. Converts multiplied so rapidly that in seven years St. Patrick had three associate bishops. In 445 he laid the cornerstone for the Irish Metropolitan Church at Armaugh. St. Patrick's work is without a parallel. In thirty-three years he converted all Ireland, and at the sacrifice of hardly one human life. On March 17, we observe St. Patrick's Day with the wearing of the green.

Journal Ads Are Your Shopping Guide

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Town patrons, 2:30 to 5:30
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A WONDEROUS ADVENTURE

After the hoping and dreaming.
After the striving for gain.
After the planning and scheming.
After the toiling and pain.
After the long years of waiting—
When all our labors are through.
What have we done toward creating
Lives that are noble and true?

What have we done to bring gladness?
What have we done to bring cheer?
Have we caused heartache and sadness
While we are journeying here?
Who has been helped by our living?
Who has found joy at our hands?
Have we been faithful in giving
All that true friendship demands?

Life is a wondrous adventure.
Happy, successful and bright,
Free from regrets and from censure—
If we but plan it aright.
Joys will be ours for the taking,
Gladness will bless every day—
If we are helpful in making
Other hearts happy and gay.

—By Lawrence Hawthorne

Anna B. Pritchett, D. O.

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