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Oscar R. Otto

GENERAL NEWS ITEMS OF INTEREST TO HEPPIER PEOPLE

Mrs. Ralph Johnson and children left Wednesday for an extended visit with relatives and friends in Milton and Walla Walla.

Dr. W. H. Lytle, State Veterinarian, was up from Salem several days last week looking into the reported sheep "scab" in the north part of the county. There seems to be but very little of the disease and the doctor says there is practically no danger of it spreading.

W. B. Tucker, Black Horse farmer, was in Saturday.

Edward Reitman of Ione spent Friday and Saturday in Heppner and vicinity looking for suitable mules to purchase for work on his farm.

Jas. E. Bannon, candy salesman of Pendleton, was in Heppner Thursday.

Dean Goodman of Portland, was a Heppner business visitor Thursday.

R. W. Agar of Central Point was in Heppner Thursday.

Percy Hughes of Lena was a Heppner business visitor the

latter part of the week.

Mr. and Mrs. Harry Coffee of the Kilkenney ranch were in over Sunday.

R. J. Juday, the Heppner Ione Auto Stage man, visited here Saturday and Sunday.

Claude Andrews, former conductor on the Heppner branch, had charge of the Elk's Special to Condon Saturday. He visited over Sunday with friends here.

"Spec" Aiken of this city is scheduled to step three rounds with the padded gloves against Art Dorn of Echo in a smoker at Echo on Feb. 2. "Spec" is training hard and his friends hope that he will "bring home the bacon" for Morrow County.

J. L. Simpson, pioneer Heppner resident, is quite ill at his home in north Heppner.

Mose Ashbaugh, formerly of Heppner, is to be associated at Echo in a furniture and second-hand store, according to the Echo News.

When Riley Juday woke up yesterday morning in his home in Ione he had a presentiment that there was something wrong. Glancing out of the window which was opened about six inches, he saw a coyote tugging at the curtains in an effort to get in. Riley let out a lusty yell and the coyote both left at about the same time. It is thought that the coyote is effected with rabies and several men are on its track as we go to press.

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Ladies like TEN PINNETT because it is an athletic game in which they may participate in competition, affording them opportunity for exercise, vigorous, but not too strenuous.

Everybody likes TEN PINNETT because they can't help it.

PLAN TO RESUME RAILWAY INQUIRY AFTER MARCH 4TH

Postponement Forced by Press of Congressional Business.

COUNTRY DEMANDS ACTION

Shippers, Investors and Representatives of All Branches of Business Demand Unification of System of Railway Regulation—Roads Ask Fewer Masters.

Washington, Dec. 18.—The Congressional Joint Committee on Interstate Commerce, which has been conducting the inquiry into government regulation and control of transportation, last week decided to suspend its hearings on the subject and adjourned, subject to the call of the chairman, because of the pressure of other work before Congress. According to the resolution creating the committee, it is required to submit a report by January 8th next. It is understood that before that time the committee will ask for an extension of time and that the hearings will be resumed at a later date, when some of those who already have appeared before the committee will be questioned further and a great many others will be heard. It is probable, however, that the hearings will not be resumed until after adjournment of Congress on March 4th. In addition to regular routine business the commerce committees of the two houses are charged with the important duty of preparing and presenting the legislation asked for by President Wilson to make impossible a railroad strike without previous investigation. This will leave little or no time for the consideration of the general questions of railway regulation.

Country Wants Something Done.

Members of Congress and others who are interested in the inquiry undertaken by the Newlands Committee insist that there is no intention of abandoning it.

It seems doubtful, indeed, if the country would permit the matter to be dropped if there were evidence of a desire on the part of Congress to do so. The nation-wide evidences of interest evoked by the initiation of the Newlands inquiry show that the people of the country—shippers, consumers and investors, as well as railway men themselves—are alive to the fact that the railway situation is highly unsatisfactory and that steps must be taken without unnecessary delay to meet the growing needs of the nation.

From reports received here it seems as though almost every commercial organization and business interest in the country were engaged in studying the railroad question. The Chamber of Commerce of the United States has been conducting an elaborate inquiry into various phases of the subject for many months past. Many local and state commercial bodies in every part of the country have committees engaged in study of the problem and have indicated a desire to come here and present their views. National organizations of manufacturers, lumbermen, coal operators, wholesale and retail dealers, have expressed through resolutions their desire for the unification of the system of railway regulation. The National Industrial Traffic League, speaking from the viewpoint of shippers using the railroads, has endorsed exclusive federal regulation providing it is accomplished in such a way as to give full protection and prompt adjustment in matters relating to transportation within the states.

Many Interests Studying Problem.

All these organizations represent primarily the shippers of the country, but they are not the only ones who are taking a hand in the discussion. The investors of the nation, through their own associations and through committees representing the savings banks and other financial organizations, are preparing to show the necessity of improving railroad credit and protecting the rights of those whose money is invested in railway securities. Finally the railroads themselves, being vitally concerned in the improvement of existing conditions, are planning to submit their views through their executives, operating officials and traffic experts and to assert their willingness to accept far-reaching federal regulation along lines that will enable them to attract capital and to provide the facilities needed for the prompt and efficient handling of the country's transportation business.

Main Trouble is Too Many Masters.

Not all of these interests are in accord as to the remedies that should be adopted. There seems to be a general agreement, however, that many of the difficulties which confront the railroads and which make it impossible for them to meet the requirements of the nation's commerce promptly and satisfactorily arise from the haphazard and often conflicting measures of regulation that have been adopted from time to time by the federal government and the forty-eight states and that what is needed is a well ordered, systematic scheme of federal regulation that shall cover the whole country and make it possible for the railroads to provide the extensions and improved facilities so badly needed, while at the same time protecting fully the public interests.

COMMUNICATION

Heppner, Oregon,
Jan. 22, 1917.

Editor, Heppner Herald,
Dear Sir:

In your issue of Jan. 16, there appeared excerpts from a sermon preached on the former Sunday in the Christian Church, in which Martin Luther is styled "A mighty man of God". One, examining even superficially, the life and teachings of Luther, as told by his biographers, would hesitate long before putting Luther forward as an exponent of godliness. For Luther's character, as historians such as Haus-rath, Janssen, Jurgens etc. tell us, was that of a stubborn, self-opinionated, self-seeking, overbearing, morbid and proud man. We naturally would expect a man of God to imitate Christ, to love Him, yet Luther says "I was such an enemy of Christ, that whenever I saw an image or picture of Him hanging on the cross, I loathed the sight, and shut my eyes, and felt I would rather have seen the devil". Again he says "I hated God and was angry at Him". Consider Luther's language, and it is the very opposite of Godly. The last fifteen years of his life, his evenings were passed at the Black Eagle Tavern at Wurtemberg, where he conversed over the ale jug with his boon companions Melancthon Armsdorf, Staupitz etc. Two of his companions published select morsels of this Table Talk "Tisch Rede", which these vile tastes admired, and the book reveals in Luther a heart so corrupt, so coarse, so lustful, so spiteful and proud, as to revolt and horrify the reader. The English language so far has not reproduced these profanities except in expurgated editions. Such is not what we would expect from a man of God. The morals of Luther force us to the same conclusion. His want of morals is shown in a letter written to a friend, "Be a sinner if you will and sin right lustily, but believe still more lustily, and rejoice in Christ who is the vanquisher of sin". Again he says, "From the Lamb that takes away the sins of of the world, sin will not separate men, even though they should commit fornication a thousand times a day, and murders as frequently". What can be thought of the morals of a man who "Calls upon the princes to slaughter the offending peasants like mad dogs, to stab, strangle and slay as best one can." Luther's want of morality is evident also in his allowing Phillip the Landgrave of Hesse to marry a second wife while his first wife still lived with him. In the year 1539, Luther and Melancthon filed their joint opinion of this simultaneous polygamy, saying they would allow it providing all knowledge of the act was kept

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from the people. Later on when the matter of the marriage leaked out, and caused scandal Luther brazened it out with a lie. "What harm would there be he says, 'if a man to accomplish better things and for the sake of the Christian Church, does tell a good thumping lie.' Think of such doctrine from a 'man of God.' I think, Mr. Editor, enough has been said to show that even Protestant historians do not consider Martin Luther as a 'man of God,' rather we would say, far from it.

In conclusion, let me point out, that the historicity of Luther's declaration before the Diet of Worms, which was quoted in your last issue, "Here I stand, I cannot do otherwise," so help me God, Amen," has been successfully challenged and rendered inadmissible by Protestant research.

Thanking you, Mr. Editor, for your courtesy in giving the space for this letter, I remain,

Yours for the cause of truth,
Father O'Rourke,

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H. A. Noyes, Pastor

Sensation Blend beautifully colored enamel ware at Case Furniture Store

For subscriptions to the "American Boy" magazine, see Kenneth Ginn, Heppner, Oregon.

Watch the shows at the Star Theatre this week.

J. H. COX

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