

HEPPNER HERALD

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FRIDAY, APRIL 20, 1917.

PAYING THE COST OF WAR

War is a monster with an insatiable appetite for lives and money and the fruits of industry. The human mind cannot grasp the immensity of the cost of the European war to date.

All of the cost of this consumption and destruction must be paid by this or future generations. If paid by the present generation it will mean vastly increased revenues to the government.

England has devised a system of special war taxes upon incomes and excess profits which, the chancellor of the exchequer declares, will not only pay the daily cost of war but will pay off all war indebtedness within forty years.

Wall street financial interests are strongly in favor of bond issues as the only means of raising war funds as is shown by circulars now being sent out to all parts of the country advocating that plan.

President Wilson, in his war message favors the English plan for in that document he says: "It will involve also of course, the granting of adequate credit to the government, sustained, I hope, so far as they can equitably be sustained, by the present generation by well conceived taxation."

If the war is financed by bond issues it will mean that the farmer, the laborer, the common citizen who produces and distributes

all the real wealth of the world will be compelled to pay the bill while the bond-holders clip coupons and draw down interest. If it is financed by a direct graduated tax on incomes and on excess profits the wealthy classes will be required to bear a fair share of the burden.

The question before the country is whether we shall follow the plan advocated by Wall street profit takers who are generally looking out for the "main chance" or that which is advocated by President Wilson and which has been tried and not found wanting by the British government.

MARVELOUS HUNTERS.

Natives of Australia Are Wizards in the Art of Tracking.

In endurance and speed the Australian aborigine is not the equal of the American Indian, and his weapons of wood and poorly fashioned stones are effective only at short range, but as a hunter the native Australian is marvelously adjusted to his environment.

He decoys pelicans by imitating their cries, catches ducks by diving below them, locates an opossum in a tree by marks on the bark or by the flight of mosquitoes, finds snakes by observing the action of birds and follows a bee to its store of honey.

Any animal which leaves a track, however dim, in sand, on rock or in grass falls an easy prey to the black fellow. Children are taught to track lizards and snakes over bare rocks and to find their absent mother by following tracks too indistinct to serve as a guide for a European.

CARRIER PIGEONS.

Messages They Carry Are Packed in Small Goose Quills.

The general notion that all that has to be done in forwarding a dispatch by pigeons is to catch the bird, tie a letter to its leg and then liberate it is wrong, as the method of attaching the message is of great importance.

Prior to the siege of Paris the method of affixing the message to the bird had not received that attention which it demanded, and consequently many dispatches were lost in transit.

At first the message was merely rolled up tightly, waxed over to protect it from the weather and then attached to a feather in the bird's tail. But it was soon found that the twine which kept the message in place cut or damaged the paper, and therefore in order to prevent it from being pecked by the pigeon and from being injured by wet the dispatch was inserted in a small goosequill two inches in length.

The quill was then pierced close to each end with a red-hot bodkin, so as not to split it, and in the holes waxed silk threads were inserted to affix it to the strongest tail feather. By attaching the message to this part of the bird's body its flight was not in any way interfered with.—Lone Scout.

Hunting the Emu.

The natives of Australia are ingenious. A black on discovering emus feeding on a plain will cover his back and head with an emu skin, allowing it to hang down well on the side toward the unsuspecting birds. In his right hand he will carry hidden by the skin a boomerang and one or two throwing sticks of "wondlies."

Then his left arm will protrude beyond the skin straight out to the elbow, and the forearm will be bent up, with the hand at right angles to it, thereby making a capital imitation of an emu's head and neck. Now and then his hand or head will be brought to the ground as if for feeding, and as the black walks along he imitates every motion of the bird while at the same time by means of the leg he draws a spear along the ground. He proceeds thus until close enough to spear his bird.

His Trademark.

Little red-headed Johnny got a job as office boy for the president of a large western railway. After he had been upon the job several days they gave him a form to fill out with his "Personal Record."

"When young Johnny came to a particular paragraph that said, 'Have you any visible marks for identification in case of accident or death?' he rose from his chair and rushed over to a mirror near by to give himself a general inspection; then he returned to his desk and wrote as his answer to this personal query, 'Nothing except three stars.'—Youth's Companion.

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at The Dalles, Oregon, March 28, 1917. Notice is hereby given that Gust A. Johnson, of Iowa, Oregon, who, on December 15, 1911, made Homestead Entry No. 59122, for E. 1/2 S. W. 1/4, Sec. 14, Township 1 S., R. 24 E., W. M. has filed notice of intention to make final five year proof to establish claim to the land above described, before Register and Receiver U. S. Land Office, at The Dalles, Oregon, on the 15th day of May, 1917.

Witnesses:

John S. Johnson, Mathias Halverson, Oren Grubler, all of Iowa, Oregon, James T. Downing, of Hood River, Oregon.

H. FRANK WOODCOCK, Register.

AS PRICES RISE HIGH COST OF LIVING HITS THE RAILROADS

Service Will Be Crippled Unless Relief Comes Soon.

EXPENSES UP, RATES DOWN

Wasteful and Conflicting Regulations Hamper Railroad Credit, While Advance in Labor and Materials Outstrips Revenues, Chairman Kruttschnitt Tells Congress Committee. Unified Federal Control Will Improve Conditions.

Washington, April 2.—The condition in which the railroads find themselves as a result of constant increases in wages, prices of material, taxes and other expenses, while their revenues are restricted by legislation, was strikingly described by Julius Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Company, in his testimony during the past few days before the Joint Congressional Committee on Interstate Commerce, which is making a study of the question of railroad regulation. Mr. Kruttschnitt urged the committee to recommend a plan of regulation which will center responsibility for regulation and its results in the federal government, so that conditions affecting both expenses and revenues may be made subject to a uniform policy instead of the wasteful and often conflicting policies involved in the system of combined state and federal regulation.

Why Roads Need More Money.

Mr. Kruttschnitt's testimony also had a bearing on the reasons for the application of the roads to the Interstate Commerce Commission for a general advance in freight rates. He showed that while the price of transportation has declined in recent years, the cost of producing transportation, like the cost of almost everything else, has rapidly advanced. This he illustrated by showing that if freight and passenger rates had increased during the past twenty years in the same proportion as average commodity prices the railroads of the United States would have received \$1,654,000,000 more for transportation in 1915 than they did receive.

This saving to the public was effected, in spite of an increase of 93 per cent in the cost of operation of trains by a reduction in the average passenger rate per mile from 2.91 cents in 1895 to 1.28 cents in 1915, a decrease of 56 per cent, and by a reduction in the average freight rate per ton mile from 13.33 mills in 1895 to 7.3 mills in 1915, or 45 per cent. During the same period the cost of operation per train mile rose from 92 cents to \$1.75, almost doubling. At the same time the average price of 346 commodities enumerated in a bulletin of the Department of Agriculture increased 115 per cent. Transportation is practically the only commodity in general use that has not increased tremendously in price during the past twenty years, freight and passenger charges being lower than they were twenty years ago.

Big Saving to Public.

If rates had risen proportionately to the increase in the cost of other articles of ordinary use, Mr. Kruttschnitt told the committee, the average passenger rate in 1915 would have been 2.95 cents a mile, or 50 per cent higher than it was, and the average freight rate would have been 1.21 cents, or 65 per cent higher than it was. The saving to the public in passenger fares through this difference was \$314,000,000 and in freight rates \$1,340,000,000.

Universal railroad bankruptcy under this reduction in rates and increased cost of operation, he said, was avoided only by heavy expenditures to obtain increased efficiency in train movement, making it possible to haul more tons of freight per locomotive. This had reduced the average cost of hauling a ton of freight, but the decline in the average freight rate had reduced the net revenue of the roads from each ton hauled. If the operating costs of the railroads, including the prices of coal, labor and material, continue to advance at the present rate a lot of railroads will be in the hands of receivers by 1918 unless some relief is afforded, Mr. Kruttschnitt told the committee.

"Owing to the rise of commodity prices," he said, "the purchasing power of the dollar has fallen 55 per cent and the railroads are in the position of being compelled by law to accept payment for their service in the public in currency worth 45 cents on the dollar."

Public's Chief Interest.

"The public's greatest interest is in adequate transportation facilities and not so much in low rates. As to most commodities freight rates form a very small proportion of their cost. Excluding low grade commodities, the percentage of the freight rate to the cost is so slight as to offer no justification for any substantial increase in prices to the consumer. It may be stated with little fear of contradiction that the consumer seldom, if ever, profits from a lowering of freight rates. "Extortionate charges are a thing of the past, and under the attempt to cut rates to their lowest possible figure the interest of the whole public in the character and standard of transportation is subordinated to the interest of that part of the public only that profits by lower rates—that is to say, the shippers and their agents and not the general public, the ultimate consumer."

RESTORATION TO ENTRY OF LANDS IN NATIONAL FOREST.

Notice is hereby given that the lands described below, embracing 397.33 acres, within the Umatilla National Forest, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906 (34 Stat., 233), at the United States land office at La Grande, Oregon, on May 10, 1917. Any settler who was actually and in good faith claiming any of said lands for agricultural purposes prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the applications of the persons mentioned below, who have a preference right subject to the prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to May 10, 1917, on which date the lands will be subject to settlement and entry by any qualified person. The NW-1/4 SE-1/4, Sec. 5, T. 7 S., R. 23 E., 40 acres, application of W. T. Allen, Monument, Oregon, and Lot 1 (13.38 acres), Lot 2 (13.95 acres), S 1-2 NE 1-4, E 1-2 SW 1-4 SW 1-4, E 1-2 W 1-2 SW 1-4 of S W 1-4, NE 1-4 SE 1-4, Sec. 5, T. 7 S., R. 23 E., and the SE 1-4, E 1-2 SE 1-4 of SW 1-4, Sec. 32, T. 6 S., R. 23 E., W. M., 357.33 acres, listed without applicant, total area hereby restored being 397.33 acres; List 6-1988, February 15, 1917. C. M. BRUCE, Assistant Commissioner of the General Land Office.

NOTICE FOR PUBLICATION

Isolated Tract Department of the Interior, U. S. Land Office at La Grande, Oregon, March 28, 1917.

Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Sec. 2435, U. S. C., pursuant to the application of

Phil Higgins, of Lena, Oregon.

Serial No. 91599, we will offer at public sale, to the highest bidder, but at not less than \$2.50 per acre, at 10 o'clock A. M., on the 8th day of May, 1917, next, at this office, the following tract of land: SW 1/4 SE 1/4, Sec. 28, T. 1 S., R. 25 E., W. M.

This tract is enclosed into the market on a showing that the greater portion thereof is mountainous or too rough for cultivation.

The sale will not be kept open, but will be declared closed when those present at the hour named have ceased bidding. The person making the highest bid will be required to immediately pay to the Receiver the amount thereof.

Any persons claiming adversely the above-described land are advised to file their claims, or objections, on or before the time designated for sale.

C. S. DUNN, Register, NOLAN SHIFF, Receiver.

NOTICE FOR PUBLICATION

Isolated Tract Department of the Interior, U. S. Land Office at La Grande, Oregon, March 5, 1917.

Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Sec. 2435, U. S. C., pursuant to the application of

William R. Ewing, of Coed, Oregon.

Serial No. 91921, we will offer at public sale, to the highest bidder, but at not less than \$2.50 per acre, at 10 o'clock A. M., on the 8th day of May, 1917, next, at this office, the following tract of land: SW 1/4 NE 1/4, Sec. 26, T. 4 S., R. 21 E., W. M.

This tract is enclosed into the market on a showing that the greater portion thereof is mountainous or too rough for cultivation.

The sale will not be kept open, but will be declared closed when those present at the hour named have ceased bidding. The person making the highest bid will be required to immediately pay to the Receiver the amount thereof.

Any persons claiming adversely the above-described land are advised to file their claims, or objections, on or before the time designated for sale.

C. S. DUNN, Register, NOLAN SHIFF, Receiver.

NOTICE FOR PUBLICATION

Isolated Tract Department of the Interior, U. S. Land Office at La Grande, Ore., March 5, 1917.

NOTICE is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Sec. 2435, U. S. C., pursuant to the application of

Michael Curran, of Lena, Oregon.

Serial No. 91242, we will offer at public sale, to the highest bidder, but at not less than \$2.50 per acre, at 10 o'clock A. M., on the 8th day of May, 1917, next, at this office, the following tract of land: NE 1/4 SW 1/4, Sec. 1, T. 2 N., R. 23 E., W. M.

This tract is enclosed into the market on a showing that the greater portion thereof is mountainous or too rough for cultivation.

The sale will not be kept open, but will be declared closed when those present at the hour named have ceased bidding. The person making the highest bid will be required to immediately pay to the Receiver the amount thereof.

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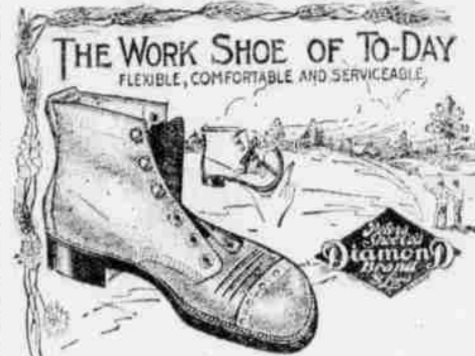
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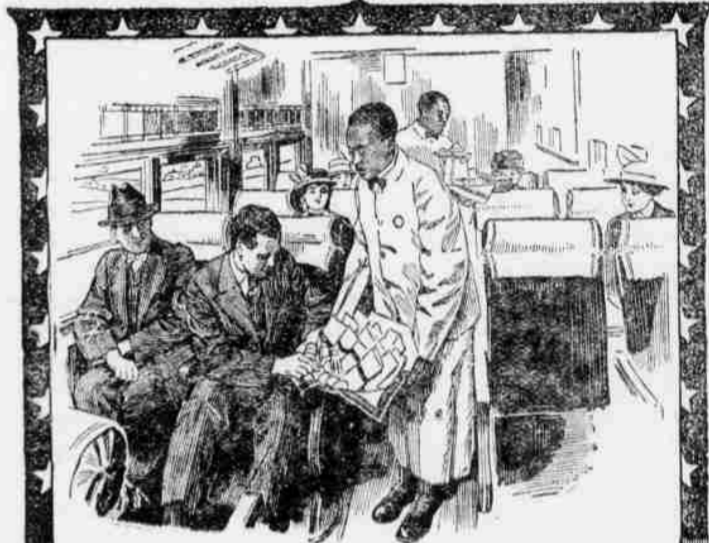
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