

THE HEPPNER HERALD

S. A. PATTISON, EDITOR AND PUBLISHER
An Independent Newspaper

Entered at the Heppner, Oregon, Postoffice as second-class Matter
TERMS OF SUBSCRIPTION
One Year \$2.00 Six Months \$1.00
Three Months \$.50

THE SENATE AND THE RAILROAD ADMINISTRATION

AFTER the many recent brilliant exploits of the upper house of congress which culminated the other day when the body adjourned sine die in a blaze of windy filibusterism, many otherwise conservative citizens will be inclined to agree with the old socialist (or was it a populist) demand that the senate be abolished as a useless wart on the nose of the body politic.

The spectacle of Bob LaFollette, ultra radical, and James Sherman, ultra conservative, patching up their differences and uniting their wind bags in the highly commendable work, from a partisan standpoint, of talking to death the railway appropriation bill which carried with it every meritorious measure for reconstruction and for the welfare of the returning soldiers that had been proposed in that fossilized body in many months, is one to make ordinary people sit up and take notice.

It is not so long since rabidly patriotic senators like Sherman were clamoring for little Bob's head on a charger because of his opposition to the declaration of war against Germany and other alleged acts of pro-Germanism and perhaps the reason they didn't fire him bodily at that time was because they cherished fond recollections of frequent times in the past when his copious gales of wind, prevailing hour after hour, saved the day for the filibusters; and they may have had sufficient vision to suspect that they might need him again. We recall an occasion several years ago when LaFollette engaged in a filibuster performance during which he spouted typhoons continuously for several days (or was it weeks) "without stoppin' for wood or wather," and after he got through he claimed that he could have done better only that the opposition sent him a glass of poisoned lemonade which gave him pains in his tummy and brought out a cold sweat.

Many people are of the opinion that the chief reason for the recent filibuster was a desire to embarrass the railroad administration and make it impossible for the government to continue successfully in the transportation business hereby encouraging the growing sentiment in favor of government operation and control or even of full ownership of the rail lines. This must be a mistaken opinion, however, for hasn't little Bob always been strongly in favor of every thing usually called radical? Why, has he, for years been considered a pretty good socialist only when he wanted to run for office and it can't be that he still harbors that ambition.

We hear and read much these days to the effect that the government operation of the railways during the war, has not been a success—the chief complaint being that the service has deteriorated and that the railroads, in 1918, paid out about \$500,000,000 more than they took in. We do not hear nor read so much about the other side of the story. For instance there is not much said about the fact that during the same year the government increased the wages of its employees on the railroads \$636,000,000 and that the compensation paid by the government to the railway companies is exceedingly high as compared with the compensation paid by the British government to the British railway companies for the use of their roads.

When the government took over the railroads it is well known that some of the companies were in financial difficulties due to their inability to borrow any more money with which to run the roads and had the government not taken them over when it did many of them would have broken down as they had frequently done in the past when the government has been forced to take them over in the form of receiverships and pull them out of the financial muddle into which they had "high-financed" themselves.

No doubt the service furnished the general public since the government took over the roads has deteriorated but it is a cinch that the service rendered the government in the movement of troops and supplies from all over the country to the Atlantic seaboard did not deteriorate. Gentlemen who so loudly criticize the government's operation of the railways should remember that the country was at war most all of the last year and the question of the personal convenience of travelers was secondary to the movement of the troops and supplies so urgently needed in France while the question of cost was perhaps considered no more by the railway administration than it was by any other department of the government. This writer can recall numerous occasions last summer when the Heppner "flyer" was from one to five hours late getting into Ione because they had to wait at the junction for the main line trains which were "laid out" somewhere to allow the passage of troop trains or freight trains laden with government supplies, but like other travelers he always managed to get home to a late supper at some hour and like all such other patriotic citizens he quite forgot all peevishness caused by such minor inconveniences when on a certain November evening all Heppner in common with all the world outside of Germany tore loose and cheered and howled and made the welkin ring with song, and laughed and cried and hugged each other because of the wonderful words the wires brought that WE HAD WON THE WAR.

Yes, people, we won the war, and by no means the smallest item of America's part in that victory was the service rendered by the American railways under government operation.

THE PEACE CONFERENCE

WHATEVER else the Peace Conference may be it is not an open conference, and whatever else the Peace Treaty may be, it will not have been "openly arrived at." Thus goes glimmering the first of President Wilson's "fourteen points." This cannot be other than a great disappointment to the world, and particularly to America. We are not only intensely interested in what is being done, but we are keenly alive to the significance of being denied all but fragmentary information.

Yet, in our opinion, judgment should be suspended until the treaty is published. Judgment need not be suspended as to those who insisted upon secrecy, but we should not censure President Wilson for consenting to the secrecy until we know all the facts.

No sane man can doubt that the President wanted open sessions. That he finally consented to closed sessions is, to us, proof that, for reasons which we do not yet know, he considered it wise to yield. He could, of course, have compelled full publicity by refusing to participate in secrecy. Events will have to show whether it would have been wiser to have created, at the beginning the animosities that, inevitably, would have followed.

The actual work of the Peace Conference at Paris has only well begun, and there will be time for the President to use his great power of coercion if it shall be necessary to do so.

If it shall become necessary to wreck the conference and throw Europe into revolution, it will be better to do so after all other means of preventing an unclean peace have failed than to have taken drastic action before ascertaining whether patient and persistent striving might not have achieved the desired result. At least, so it apparently seemed to the President, and in our opinion he is right.

Deprived of the information to which we are entitled, we must trust, for the present, first to the steadfastness of the President and second, to the steadfastness of Lloyd George. If we are kept in the dark as to what is going on they are not.

The President and the British Premier have gone on record, not once, but many times, as to the necessity of making such a peace and such a League of Nations as shall greatly reduce, if not, indeed eliminate, the possibility of future wars.

We have the word of Lloyd George that in his opinion science has it in its power to make a war so destructive that, unless effective steps are taken now to end war, "men now living will see the last of this civilization." Earnestness cannot go much further than that.

Lloyd George has also said that unless conscription is everywhere stopped, the war will have been fought in vain.

If the world cannot trust men like Wilson and Lloyd George to make a decent peace—in the dark if there can be no light—we might as well blow out the lights and let our civilization end; for there can be no civilization without some degree of mutual trust.

We feel that President Wilson is doing the best that he can in most difficult circumstances and is, perhaps, biding his time for a blow, if a blow shall prove necessary. He should deem it wise to make compromises that he ought not to make—compromises that would send American soldiers to the ends of the earth, as a matter of continuous policy, to police other peoples—then let the Senate reject the treaty. But, first, let us wait for the facts—since we are compelled to wait.—Reconstruction.

NOTICE TO CORRESPONDENTS COUNTY COURT PROCEEDINGS

The Herald welcomes communications from subscribers and the public generally touching on subjects of general interest to the community. All articles intended for publication must be signed with the true name of the writer not necessarily for publication but as an evidence of good faith of the writer.

Write only on one side of the paper.

Avoid personalities. Write as legibly as possible, paying particular attention to the spelling and legibility of names of persons, places, etc.

Publishing of communications does not mean that the Herald necessarily agrees with the views expressed. The Herald, however, believes that it is the province of an independent local newspaper to give all sides of every question of local interest as nearly as possible.

The editor reserves the right to reject all matter which he considers improper or unfit for publication.

Anonymous articles go straight to the waste basket.

HEPPNER BAND ORGANIZED

Preliminary steps in the organization of Heppner's new band were taken last Tuesday evening when a number of those interested in the new musical organization met at the council chambers and perfected the parliamentary organization. Ray Cochran was elected president and Spence Crawford secretary-treasurer. A committee was appointed to draft a set of rules governing the organization and also a committee to work with the ladies of the Civic Improvement Club in perfecting arrangements for the benefit dance to be given March 17th. Initial steps were also taken to secure instruments for the band.

County court met in regular session last Wednesday morning with Judge W. T. Campbell, Commissioner George Bleakman, Sheriff E. M. Shutt and Clerk J. A. Waters present.

The usual gist of bills were presented, audited and ordered paid.

John Garside was employed as care-taker of the county buildings and machinery at the fair grounds.

E. J. Merrill was appointed justice of the peace for Hardman precinct.

A road petition from S. H. Boardman, et al. was taken up, the viewers

report was approved and the road ordered opened after the statutory period of twenty days if no objection is filed within that time. A road petition from Lee White, et al. was continued until April 2, 1919. The matter of selling Lot 1, Block 4, was taken up and after due consideration the lot was ordered sold.

STAR THEATRE

MONDAY, MAR. 17

Douglas Fairbanks
in
WILD and WOOLY

Admission 15c and 25c

Heppner Meat Market

H. C. ASHBAUGH, Proprietor

Now open for business in our New Shop on East Side Lower Main Street,

with a complete stock of the finest quality of

Beef, Pork, Mutton and Veal

Call and give us a trial order. We will treat you right.

HEPPNER - - - OREGON

Twenty Years To Pay For Canadian Pacific R. R. Lands

Lands for all. Irrigated or non-irrigated. Wheat, Livestock, Dairy, Poultry or Mixed Farming. \$11.00 to \$30.00 per acre buys good, rich, fertile, prime wheat land and only \$50.00 per acre for irrigated land including water right from the Canadian Government.

Your Opportunity

To start with a small investment and make your farm pay for itself. Join one of our parties and see for yourself. For full information call or write to

Farmers' Exchange of the Inland Empire

F. R. BROWN, MANAGER, HEPPNER, OREGON
or L. P. Thornton, 208 R. R. Exchange, Building, Portland, Oregon.