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THE HEPPNER HERALD, HEPPNER, OREGON

Tuesday, April 8, 1919

T	HE	HEPPNER	HERALD
	S. A. I	ATTISON, EDITOR AN An Independent New	
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HIGHWAY BONDS WOULD GIVE WATER ROUTE DOWN COLUMBIA RIVER

upped Columbia river is of more than passing importance to Morrow County. The proposed paved highway from Heppner to Heppner Junction practically puts this section on the river's edge and will make possible the shipping of Morrow County wheat and wool direct to Portland by water.

Motor trucks will take the grain and wool from the growers to the river where it will be loaded on the boats or barges. These same trucks on the return will carry merchandise to the people of Morrow County. This is no Fortation systems at idle dream as time will prove. The millions of tons of an aid to commerce. produce from this county will not be overlooked when the actual operation of boats begins.

been thoroughly established during the war times. line of trucks operating from Akron, Ohio, to the Atlantic cheapness of the truck and shows that it can be operated in competition with railroads-even where the freight rates are cheaper than here.

But Morrow County must make the first step. We must first provide an adequate highway to the river. 11 must be a highway that is open throughout the entire year -and one that will stand up under the grueiling test of beavy motor traffic. To do this we must vote our road bonds and cooperate with the State Highway Commission.

And then we must get in touch with those Portland men who are advocating this line of river boats and assure them of our support.

It seems incredible that a river the size of the Columbia should not be utilized for navigation purposes. From the very beginning this country has been systematically bled by the railroads-charging extortionate passenger and freight rates and giving nothing but the most rotten service in return. And any effort to open the river to navigation has met with a most stubborn resistence at the hands of the roads. However, the railroad's control of politics is practically past and barring a little "insidious" influence the people are free to act.. We have learned the importance of developing our highways and waterways and should begin to take advantage of that knowledge.

IMPORTANT RESULTS OF RECONSTRUCTION CONFERENCE

HE Reconstruction Conference of Governors and Mayors recently held at the call of Secretary Wilson of the Department of Labor accomplished a miniber of impart and results.

It impressed first of all on all the participants that the ighter problems of the country must be viewed an theyarise with a more complete un? standing of the basic conditions. There were men in the conference, chief executives from cities, who actived with the feeling that hands of the measurer such labor disturbances as they had at home were merely local demonstrations which had originated either from the adverse attitude of the employers, or because of some petty incident in local labor circles,

which, in many cases, was being settled on a local basis and there is no denying that Governors and Mayors have been handicapped by the doubt as to how their brother officials might act. Now after a full discussion by representatives from all parts of the country, the executives present have formally indorsed this method of procedure and all will feel safer in following this course, The feat that other Governors or Mayors may perhaps take issue with them has been dissapated.

Having in mind the diversified political elements participating, that there should be ten points of agreement When the conference resolution is reis significant. T HE now proposed fleet of river hoats to navigate the duced to plain, concrete statements, the conference agreed on these propositions:

1-The Department of Labor's policy of deportation for such aliens as advocate or plot the overthrow of the present government was indorsed.

2-It was agreed that, in all probabilities, the rail roads would remain under government control for 21 months after the signing of the peace treaty; that the federal government should go ahead with such railroad improvements and expansions as are essential if our transportation systems are to approximate their possibilities as

3-There should be no hard and fast price fixing by governmental agencies, but these should investigate and The value of the motor truck as a freight carrier has make public their conclusions as to fair and equitable The prices, permitting public opinion to do the rest.

-It was agreed that present freight rates on road coast have thoroughly demonstrated the practicability and and building materials are hampering activities in these fields and a revision of these rates is urged.

5-That there should be no reduction of the labor wage level or living condition of labor, not only was the majority sentiment of the conference but it was approximately, the unanimous sentiment.

6-It was agreed the federal government ought to continue its survey of natural resources to the end that the conservations imperative in war might be encouraged in peace activities.

-That the federal employment service ought not to be discontinued during the period of transition. 8-That it would be helpful if demobilization might be

cffected through local draft boards so that men in the army would not be released until they were returned to their original communities.

9-That memorials should be undertaken and should be of a utilitarian, rather than a purely ornamental character.

10-That states should be devising a way to force into use such natural resources as are held by speculators.

As a concrete, constructive program for industrial readjustment the foregoing may leave much to be desired but who will say that two or three hundred men, be their ability and brains however exceptional, in three days may formulate to the last detail the constructive program which will confiderate the disorders wrought through four years of war-a contest of unprecedented magnitude which concentrated the ability and brains of the entire world on destruction.

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MEETING OF ROME GUARDS

April 11th, 1919, in the council

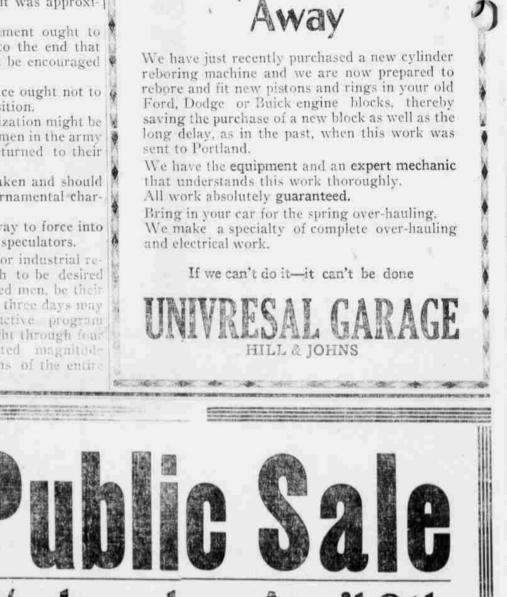
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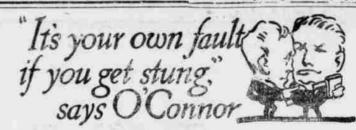
ing of the uniforms not called for and disposing of the money in the

All the local news, \$2 the Herald.

C. L. SWEEK, Treasurer

Phere: will be: a modifier of the home guards on Friday evening,

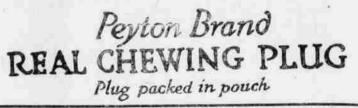




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Don't Throw Your

Old Ford Blocks

By getting together and exchanging impressions in an executive "town meeting" session with plenty of opportunity for discussion, the men were given a wider vision, and it is certain that those who were disposed to regard labor inig ups as parochial affairs will now approach them with a clearer understanding and appreciation of the responsibilities. There is no gainsaying that in many cases the possibility that labor disturbances were political rather than merc wage or hour disputes, came as a new idea. No chief executive will be any the worse off because he has learned to carefully size his job and to estimate its full significance in advance.

The formal declaration of Professor Irving Fisher, the economist, that we are permanently on a higher price level, and that prices will stay up, was sufficiently important a declaration to justify the calling of the session, if no other statement was made.

The general impression that somehow prices of matertals and labor are due for a drop within a relatively short time has been one of the most stagnating features of busi-It is because this feeling is so generally current, that billions of work has been help up throughout the country, private and public. It is not that men are anxious to dodge their responsibilities, but they had the natural (celing that if prices were to drop, they did not see why they should venture in advance of that drop on large undertakings. Long before Professor Irving prepared his paper, it can be said that experts of the Department of Labor working in the Construction Division had within the last three months reached the same conclusion from a study of conditions following the Civil War.

It is interesting to note that although the Fisher statement was one of the declarations glossed over by the newspapers at the time, it is now being reprinted general ly throughout the country by banking and economic authorities, and as yet, there has been no attempt to upset the conclusions. This declaration has fortified every Governor and Mayor who will be able to use it to meet his budget committees who may suggest the delay in public undertakings until the reduction materializes.

The unanimity of the decision of the conference to indorse outright the Department of Labor policy for the deportation of such aliens as advocate or plot the overthrow of government forces was also one of the important achievements of the meeting. This is another problem



Lexington, Jons, Meyers

Wednesday, April 9th

At the ranch of R. W. Snyder, in Sour Dough Canyon 5 miles northwest of Heppner and 5 miles east of Lexington.

Having sold his ranch Mr. Snider is offering his Livestock, Farm Machinery and Household Goods for sale, T in

 Bay Mare, Weight 1250. 4 and 5 year old Bay Horses, weight 1400 and 1450. -5 year old Brown Mare, Weight 1500. -3 year old Brown Mare, Weight (200). -3 and 5 year Black Geldings, 1300 and 1450. -0 year old Gelding, Weight 1500 av year old Gelding, Weight 1200 Good Jersey Cows, 4 and 5 years old. Polled Durham Steer Calf. 	12 Collars. 1 Spring Hack. 2 Wagons. 1 Walking Plow. 1 Buggy. 1-16 foot Grain rack. 1 Grindstone. 1 Cream Separator.	
—16 in. 2 bottom Oliver plow. Walla Walla Weeder. Bar Weeder. Superior Grain Drill.	1 Dining Table. 1 Parlor Organ. 1 Sanitary Couch. Other articles too numerous to mention.	
(RMS:All sums of \$10.00 and unde to at 8 percent on approved notes.	r cash. All over \$10.00, 6 months	

SALE STARTS A TIL:00 A. M. Sale under the direction of

FREE LUNCH AT NOON

Farmers' Exchange of the Inland Empire

HEPPNER, OREGON F. A. McMENAMIN, Auctioneer

F. R. BROWN, Clerk