

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

HIGHWAY BONDS WOULD GIVE WATER ROUTE DOWN COLUMBIA RIVER

THE now proposed fleet of river boats to navigate the upper 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 idle dream as time will prove. The millions of tons of produce from this county will not be overlooked when the actual operation of boats begins.

The value of the motor truck as a freight carrier has been thoroughly established during the war times. The line of trucks operating from Akron, Ohio, to the Atlantic coast have thoroughly demonstrated the practicability and 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. It must be a highway that is open throughout the entire year—and one that will stand up under the gruelling test of heavy 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 resistance 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

THE Reconstruction Conference of Governors and Mayors recently held at the call of Secretary Wilson of the Department of Labor accomplished a number of important results.

It impressed first of all on all the participants that the labor problems of the country must be viewed as they arise with a more complete understanding of the basic conditions. There were men in the conference, chief executives from cities, who arrived with the feeling that 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.

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 mix-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 mere 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 materials and labor are due for a drop within a relatively short time, has been one of the most stagnating features of business life. It is because this feeling is so generally current, that billions of work has been held up throughout the country, private and public. It is not that men are anxious to dodge their responsibilities, but they had the natural feeling 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 generally 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

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 fear that other Governors or Mayors may perhaps take issue with them has been dissipated.

Having in mind the diversified political elements participating, that there should be ten points of agreement is significant. When the conference resolution is reduced 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 railroads 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 an aid to commerce.

3—There should be no hard and fast price fixing by governmental agencies, but these should investigate and make public their conclusions as to fair and equitable prices, permitting public opinion to do the rest.

4—It was agreed that present freight rates on road 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.

7—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 effected 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, by their ability and brains however exceptional, in three days may formulate to the last detail the constructive program which will counteract 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.

MEETING OF HOME GUARDS

There will be a meeting of the home guards on Friday evening, April 11th, 1919, in the council chambers for the purpose of discussing of the uniforms not called for and disposing of the money in the hands of the treasurer.

C. L. SWEET, Treasurer

All the local news, \$2 the Herald.



Swat And Stop The Fly

If you can't swat the fly, stop him. Unwelcome, bothersome, into everything, the babies worst enemy, the cause of sleepless nights and brooder of unsanitary conditions.

The fly has the persistency of a book agent. He is determined to get in and will, unless you equip your house with good screens. It is not too late to keep him out, for fly days are coming galore.

Consult us for prices on factory-made screens or the finished lumber and mouldings to make them on the job.

Tum-A-Lum Lumber Company

Lexington, Tenn. Heppner

"It's your own fault if you get stung," says O'Connor



"Your own horse-sense ought to tell you what is the best value when a small chew of Real Gravelly tastes so good, and lasts so much longer than a big

chew of ordinary plug."

Good taste, smaller chew, longer life is what makes Genuine Gravelly cost less to chew than ordinary plug.

Write to—
GENUINE GRAVELLY
DANVILLE, VA.
for booklet on chewing plug

Peyton Brand
REAL CHEWING PLUG
Plug packed in pouch

Don't Throw Your Old Ford Blocks Away

We have just recently purchased a new cylinder reboring machine and we are now prepared to rebore and fit new pistons and rings in your old Ford, Dodge or Buick engine blocks, thereby saving the purchase of a new block as well as the long delay, as in the past, when this work was sent to Portland.

We have the equipment and an expert mechanic that understands this work thoroughly. All work absolutely guaranteed.

Bring in your car for the spring over-hauling. We make a specialty of complete over-hauling and electrical work.

If we can't do it—it can't be done

UNIVRESAL GARAGE
HILL & JOHNS

Public Sale

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. Snyder is offering his Livestock, Farm Machinery and Household Goods for sale. Terms

- | | |
|---|---|
| 1 Bay Mare, Weight 1250. | 1 horse Harrow. |
| —4 and 5 year old Bay Horses, weight 1400 and 1450. | 8 sets Harness. |
| 1—5 year old Brown Mare, Weight 1500. | 12 Collars. |
| 1—3 year old Brown Mare, Weight 1300. | 1 Spring Hack. |
| 2—3 and 5 year Black Geldings, 1300 and 1450. | 2 Wagons. |
| 1—9 year old Gelding, Weight 1500 | 1 Walking Plow. |
| —2 year old Gelding, Weight 1200 | 1 Buggy. |
| 3 Good Jersey Cows, 4 and 5 years old. | 1—16 foot Grain rack. |
| 1 Polled Durham Steer Calf. | 1 Grindstone. |
| 1—16 in. 2 bottom Oliver plow. | 1 Cream Separator. |
| 1 Walla Walla Weeder. | 1 Barn Yard Cart. |
| 1 Bar Weeder. | Double Trees, Neck Yokes and Small Tools. |
| 1 Superior Grain Drill. | 1 Dining Table. |
| | 1 Parlor Organ. |
| | 1 Sanitary Couch. |
| | Other articles too numerous to mention. |

TERMS: All sums of \$10.00 and under cash. All over \$10.00, 6 months time at 8 percent on approved notes.

SALE STARTS AT 11:00 A. M. FREE LUNCH AT NOON

Sale under the direction of

Farmers' Exchange of the Inland Empire

HEPPNER, OREGON

F. A. McMENAMIN, Auctioneer F. R. BROWN, Clerk