

# THE HEPPNER HERALD

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## REVOLUTIONARIES

When asked why the Irish question was denied consideration at the Peace Conference when the League of Nations was being discussed President Wilson is reported to have replied that it was because the question of Irish independence had gotten into the hands of "revolutionaries" and therefore could not be considered.

Many Americans who are not of Irish birth or antecedents will question the logic of that sort of argument coming from their chief magistrate.

Only 143 years ago every man who signed the Declaration of Independence, was a revolutionary. Every American soldier who resisted by force of arms the rule of King George was a revolutionary and, so far as history recorded the story of those stirring times there was not a mother's son of them but was proud of the title. Even the name rebel was considered an honorary title prior to the day Cornwallis met his Waterloo.

Evidently France also acquiesced in the idea expressed by President Wilson and yet the big strong French republic today is the outgrowth of a series of revolutions and most every Frenchman much past 50 years of age was a revolutionary, pure and simple back in the 70's.

## CROWELL WRITES OF MUNITION PRODUCTION

"America's Munitions" is the title of an interesting volume from the pen of Assistant Secretary of War Benedict Crowell, just from the press and containing a most interesting and illuminating story of America's achievements in production during her participation in the great war.

Secretary Crowell's story contains many facts that are new to the average American. Many of these facts will be accepted with surprise because they concern accomplishments that will be accepted with surprise because they concern accomplishments that appeared well-nigh impossible. They are some of the things Germany believed America could not do. They are achievements that, coupled with the wonderful fighting spirit of the army overseas, made it possible to end the war eighteen months before most people believed it would be brought to a close, with an enormous saving in life and treasure.

The following are some of the more important facts chronicled in Assistant Secretary Crowell's history:

That America had more troops in France than the British at the signing of the armistice.

That the American artillery in France fired more than four times as many rounds of artillery ammunition as the Union army did in the Civil War.

That America was the only country that succeeded in building recuperators for French designed guns, except France herself.

That between April 6, 1917, and November 11, 1918, America manufactured as much smokeless powder as France and England combined.

That between two and three miles were added to the range of the American army's six-inch guns.

That America produced two of the three airplane fixed machine guns used successfully against the Germans.

That America developed five airplanes the equal or better than anything in Europe.

That America brought down 151 German planes and lost only 271 during the war.

That the United States built almost as many aviation engines of other types as she did of the Liberty.

That America reduced the cost of helium gas from \$1700 per cubic foot to ten cents.

That America shipped 525 locomotives to France on their wheels, packed in baled hay, in the holds of vessels.

That American troops alone had hot coffee under fire, due to the invention of soluble coffee in the United States.

That packing economies saved the country \$55,000,000 in the shipment of clothing alone to France and, by saving ship space, offset the operations of U-boats for several months.

That salvage during the last nine months of the war saved \$100,000,000.

That the total war construction in the United States amounted to more than \$100,000,000,000 in cost.

That America produced over 15,000 miles of output wire for signal

ing purposes at the front, a material never manufactured until America entered the war.

That America developed a substitute for salvarsan, formerly produced only in Germany, and which proved to be better than the German product.

## OVER MILLION SHELLS FIRED IN FOUR HOURS

The most intense concentration of artillery fire ever recorded was that of the American troops in the battle of St. Mihiel, fought from September 12 to 15 and which was the first distinctly American offensive of the war. It was fought chiefly by American troops and wholly under the orders of American officers. In this battle the American artillery fired more than one million shells in four hours.

Two comparisons with Gettysburg emphasize the magnitude of the St. Mihiel operation. At St. Mihiel 550,000 Americans were engaged; at Gettysburg the Union troops numbered approximately 100,000. In three days at Gettysburg the Union artillery fired 33,000 shells. The St. Mihiel offensive cost the Americans about 7000 casualties, less than one-third the Union losses at Gettysburg.

## HOME TOWN HELPS



## BUILD WITH IDEA OF BEAUTY

House Should Never Be Planned Solely Along Lines of Economy and Practical Utility.

An earnest plea for more beauty in building is submitted by a writer in the magazine Touchstone, who says in part:

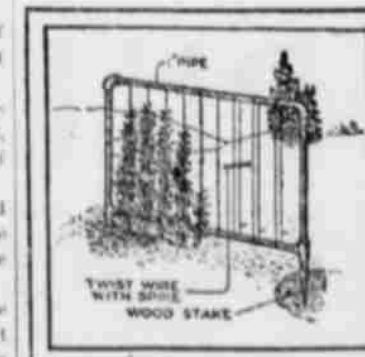
"Building a home should be approached with reverence as well as joyous enthusiasm. There is no adventure in life more fraught with romance than the creating of a home. We are apt to turn to the past for precedent in architectural styles, whereas we should concern ourselves chiefly with the honest expression of our needs and surroundings.

"Love of beauty was almost a religion with the Greeks. To build an ugly thing was a misdemeanor punishable with ostracism. Our country would be a much more delightful and much more agreeable place to live in if our home builders were guided by wise architects who took as much thought for beauty as they do for economy and profit. Every home is an investment, and a beautiful home returns far more interest on the money expended than does an ugly one.

## TRELLIS EASY TO CONSTRUCT

Twisted Wire Support Sweet-Pea Plants in a Most Satisfactory Manner.

A very satisfactory sweet-pea trellis can be made by stretching wire on a frame of two-inch hard wood or one-inch pipe, the length of the frame being the same as the length of the



rows. The wires should be placed loosely about the frame, as shown, then tightened by twisting them with a spike. A trellis of this kind can be used for several years, and if desired can be removed at the end of each season.—Popular Mechanics Magazine.

Red Raspberries on Town Lot. Just a small patch of a good variety

of red raspberry will afford fresh fruit for the table for many weeks. Some of the new varieties are ever-bearing. Perhaps one of the best is the Eskine Park.

In setting out the plants first manure and spade the bed as for a garden. If the plants are trained to a wire trellis they can be set two feet apart. Six or eight plants will be sufficient for an average family and ought to produce at least a pint a day from each plant.

By having so few plants, they can be watered and well cared for. Hand weeding about the plant is always the best way to cultivate raspberries.—Thrifty Magazine.

## Do You Think It Paid?

St. Joseph, Mo., employed a full-time expert garden instructor last year who organized the pupils of the elementary school into garden clubs. About 3,000 pupils reported that they were doing garden work before the schools closed in June, says their superintendent. Of this number 2,394 entered their names for membership in the United States school garden army. The school children gardened 32 acres without help and helped their parents work an area of 394 acres. Although the season was very unfavorable, a conservative estimate of the food produced by the pupils would be \$15,000 at market prices.

## Keep the City Clean.

With springtime usually comes a "clean up" campaign, and a movement in that direction is general in cities and towns throughout the United States. Appeal is made to civic pride, and people are urged to make their localities better places in which to live. This is good and desirable. But why not keep cleaning up all the year round? If things are not thrown into the streets, particularly bits of waste paper, they will not have to be picked up. Receptacles for refuse, if placed in back yards, and used, will help much in maintaining a condition of neatness. The cleanly habit can easily be acquired.

## WHEN FLYING IS UNIVERSAL

Some Highly Interesting Legal Problems That Will Call for Intelligent Settlement.

A series of interesting questions has been made concerning contingencies that may be expected when the air is actually used for miscellaneous traffic. How, for example, will the man on the ground be protected against carelessness by the man in the air, and what kind of sign can the airplane carry which will serve to identify it if some earth-man wishes to lodge a complaint with the authorities? Or again, what will be the rights of the proprietors of a baseball park if an aviator evades the price of admission by flying about over the diamond? Or what will be the remedy of the man who is kept awake at night by airplane motors? What will be the limit of the private citizen's property measured perpendicularly, and how can he tell whether or not an aviator is trespassing? Such questions are amusing to read, but in all seriousness they mean that the legal problems that will come up with the increasing use of airplanes will require ingenuity for settlement.

## Queen of the Rhine.

A writer in the March number of The Sunday at Home recalls that Cologne, on the Rhine, which is now occupied by British troops, dates back to the year 37 B. C. In the year 50 A. D. a Roman colony was established there by Colonia Agrippina, the wife of Claudius Caesar, and the city was named after her. It has always been an important city, doing a large trade. The 1905 census shows a population of 428,503, of whom 80 per cent are Roman Catholics.

Cologne is a fortress of the first rank, the forts forming a semi-circle around the city. Being an ancient city, the streets are narrow and crooked. The Church of Ursula is said to contain the bones of 11,000 virgins, slaughtered, the legend informs us, by the ancient Huns because they would not break their vows of chastity. The great cathedral is one of the finest examples of Gothic architecture in Europe. It was centuries in building. The total cost has been about two millions.

## Toil of Snake in India.

The American consul, M. M. Hayward, stationed at Calcutta, India, states in a government report that more than 20,000 persons lost their lives in the country last year because of snakes and wild animals—the snakes claiming by far the larger number. To be exact, the consul says that 23,000 persons died in India last year as a result of snake bite, and that 2,176 persons were killed by wild animals. This is an increase of 500 over the previous year as regards fatalities from snake bite and an increase of 100 as regards the number killed by animals.

## FIND LITTLE JOY IN MANTUA

American Soldiers in Italian City Cannot Be Accused of Indulging in Wild Revels.

Mantua, the metropolis of the province, is the center of the territory which encircles it in every direction. Hither flock the country folk from as far as five or six kilometers away, to gaze at the vino and stand around in the middle of the street, impeding the progress of the trolley car.

Equally fascinating to the American soldier is this city, with its car track, its air of cordial welcome, and its insalubrious climate, all of which combine to make him think more of the old home town than he did before he came here, says a writer in Italy Ambulance Service News. It is not difficult to find things to do, for one may always spend quite a while figuring out when he last saw the sun, or when he will see it again. And then one may also look at the lake.

But it is at night that Mantua discloses its true nature. With an electric light gleaming on every fourth block, and the comradely mist always with you, you can start out for a wild evening. There are plenty of places to go—all cafes. Variety is supplied by ordering beer in one place and wine in the next, until in a final burst of hilarity you end up with coffee-latte (the nadir of recklessness). By that time it is 10:30, the shutters are up, the waiter jingles a pocketful of centesimi and looks bored, the last patron has departed and the girl behind the bar seems to wonder what secret sorrow keeps you from home. So you depart—via the back door, harking to your footprints echoing upon the still night air. The carabinieri look at you suspiciously, a cat runs across the black street, and you are all, all alone in the wicked city. You yawn and go back to bed, filled with excitement and beer. One night nearer home.

Mantua has many attractive features, but the best one is the ten o'clock train to Milan.

## WAS DICKENS' OFFICE BOY

And All He Remembers of Great Author is the Peculiar Style of His Clothes.

The perseverance with which the unimportant lingers in memory is illustrated by the sum total of what the veteran porter who lately retired from his post at Temple Gate, London, can now recall about Charles Dickens. Back in the sixties this man, it is said, was office boy for the author, then editing "All the Year Round." All he remembers is that Dickens wore a "black velvet coat with big smoked-pearl buttons, and a queer waistcoat, and trousers of shepherd's plaid, the biggest check you ever saw, and a great big deerstalker hat, as they called them, and his hair all hanging down, wavy like." Also that once upon a time somebody asked him, "Is that a showman?" And he answered, "That's the great Charles Dickens." A vivid picture, and this is probably why, plaid trousers and all, it still sticks in the former office boy's memory; but one wishes he could now recall some of the other things he must have observed in his remarkable chief.

## Boy Saved by Rubber Heels.

Lawrence Ham's study of electricity was not for naught. The young Ben Franklin, who is twelve years old, and his brother, John, two years his senior, went out with other Chicago lads for a bit of play. They encountered the end of a broken electric wire, still charged with a strong current. With boyish curiosity John touched the wire. He could not let go.

The other boys became frightened and ran. But Lawrence remained. Tearing off his rubber heels, he jammed them against the wire and his brother's hand was released.

## Daily Thought.

Great thoughts, like great deeds, need no trumpet.—Bailey.

## COMMISSIONER COREY REPLIES TO ROBINSON

Public Service Commissioner H. H. Corey, whose appeal to the people of eastern Oregon to get behind the long and short freight haul bills now before congress was published in this newspaper two weeks ago has written another letter on this important subject in answer to a letter written by F. W. Robinson, chairman of the Portland District Freight Traffic Committee in which Mr. Robinson argued against the bills and at the same time urged that there is not now nor has been since March 15th, 1918, any discrimination against interior points as compared with coast or terminal points. Mr. Corey points out in his reply that the present arrangement is only temporary and that the purpose of the bill in congress and of all its

supporters is to make the present condition permanent. The letter follows:

"In reply to your communication of the 3rd inst., copies of which you mailed to the Portland papers and the commercial clubs of Portland, Baker, La Grande and Pendleton, I desire to advise the I. C. C. Fourth Section Order 6799, of June 30, 1917 which removed all fourth section violations, was received by this commission probably on the same date as received by you, and tariffs filed under approval of Fifteenth Section Application No. 324, dated January 21, 1918, as required by the laws of this state, were duly received by this commission. Therefore your letter was not particularly enlightening in advising that for more than a year "in no instance have any west-bound rates been higher to intermediate points than to the terminals," and that there "has been no discrimination by the O. W. R. & N. Lines on business originating west of the transcontinental defined territories since March 15, 1918." (i. e. Missouri River points). True, as far as the Pacific coast is concerned, the rigid Fourth Section or long and short haul clause is now in effect, but you did not advise that this condition is but temporary. May I state that the purpose of the Intermediate Rate Association is to seek regulation that will insure the continuation of this practice which has prevailed for more than a year without the disastrous effect so long predicted by the carriers, and thus place the intermediate points more nearly on a parity with the coast points, and at the same time encourage the use of our rivers and harbors, and also to extend the defined territory to points farther East.

"If I am wrong in my contention, so is your associate on the Traffic Commission, Hon. J. B. Campbell, who is now one of the shippers' representatives on your Committee, and who is now I believe at Washington, D. C. urging the adoption by Congress of the absolute long-and-short-haul-provisions of the Interstate Commerce Act. Also Hon. Jos. L. Bristow, former Panama Canal Commissioner, United States Senator from Kansas, present member of the Kansas State Railroad Commission; Hon. O. P. Goshlin, former president of the National Association of Railroad Commissioners; S. A. Thompson Secretary of the National Rivers and Harbors Association; The Railroad Commission of Nevada, Arizona, New Mexico, Texas, Idaho, Mississippi, Indiana, Montana, Utah, South

Carolina, Tennessee, as well as the Chambers of Commerce of Monterey, California, Bozeman, Montana, Butte, Montana, Helena, Montana, Lewiston, Idaho, Boise, Idaho, Spokane, Washington, Reno, Nevada, Phoenix, Arizona, Greenboro, North Carolina, Columbia, South Carolina, Jackson, Tennessee, Fort Worth, Texas, Amarillo, Texas, Dallas, Texas, Hastings, Nebraska; and also the State Committee on Interstate Commerce, who reported favorably the absolute long and short haul bill during the last session of congress.

"May I cite one or two instances to illustrate just what we are contending for? When the government constructed the Arrow Rock dam in Idaho, Kansas cement was used. The freight on this cement cost 40,000 more than it would have cost had the cement been hauled five hundred miles farther west, crossing two mountain ranges, one at an altitude of over four thousand feet. The rate on structural steel prior to March 15, 1918, from Pittsburg was the same to the coast as applied to points as far east as Minnesota, while we of the intermediate territory were compelled to pay excess rates to such extent that on one building alone, erected in Spokane, Washington, a saving of \$26,000 would have been made had said building been erected west of the Cascade mountains.

"Does not the sense of justice receive a shock when a small dealer in a country town is made to pay as much or more for the carriage of his goods as a city merchant pays upon a like quantity for even several hundred miles longer haul? To the common mind this seems to be plainly and unmistakably unjust even though done under the protection of the law. This thought has been expressed by the Interstate Commerce Commission in the Intermountain Rate case, 46 I. C. C. 236, wherein it said: 'It is perfectly clear that the intermountain section has paid and now pays rates for the transportation of manufactured articles which are higher proportionately than are paid by the coast cities, and rates to the coast cities could be maintained at a level more nearly proportionate to the service given.'

"It is to permanently eliminate the higher rate for the short haul, if possible, that the Intermediate Rate Association was organized, and as eastern Oregon's representative on this commission, I will do all in my power to secure the enactment of Senate Bill 360 now before the Senate Committee on Interstate Commerce."

## Don't Let Tire Trouble Spoil Your Trip

Your summer vacation includes a motor trip of course.

Possibly the tire trouble experienced last year, dampens the joy of planning this summer's outing.

But don't worry.

A wonderful new principle embodied in an invention by Charles C. Gates, E. M., developed, perfected and applied by him to tire construction not only reduces tire cost in half but guarantees puncture-proof service besides.

The fact that nearly 500,000 users of tires in America are taking advantage of this great money saving—worry ending opportunity, should convince you that it is well worth investigation.

Stop in to see us before you start your trip.

## Stephen M. Irwin

GATES HALF-SOLE TIRES  
Authorized Service Station

Phone 872 Gilman Bldg. Heppner

## PEOPLES CASH MARKET

WATKINS & Oviatt, Proprietors

Our location is still in the "back ground" but if you will follow the "saw-dust trail" you will find us prepared to cater to your wants in the way of poultry, juicy meats and fresh fish and shell fish as though we were already in our new building.

Our new building will be completed by and by. In the mean time don't forget us.

PEOPLE'S CASH MARKET

## Heppner Pressing and Cleaning Shop

(BACK OF HEPPNER HERALD OFFICE)  
I clean Capes, Coats, Furs and Suits. Your patronage solicited and Satisfaction Guaranteed

E. S. LILJEBLAD, PROPRIETOR