

# THE HEPPNER HERALD

S. A. PATTISON, EDITOR AND PUBLISHER  
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### THE SUGAR FAMINE

Who is being "sweetened" by the present alleged sugar shortage? Is it the sugar trust who have been prevented and are still being prevented by governmental authority from shooting the price of this necessity of life up to 25 or 30 cents a pound and robbing the people at their will? Are they holding up the supply as a punishment to the government for this interference with their business affairs and of the people for not wanting to be robbed? There are people in these United States who believe the sugar barons have something to do with the "shortage."

Has the packing trust, which owns most of the big fruit canneries in the country, got its finger in the sugar bowl trying to purloin a lump with which to sweeten its own fat chops while it thinks nobody is looking? There are people who say that the big canneries are running full blast with plenty of sugar for their needs while the small, independent concerns are forced to close and the housewives all over the country are watching the fruit rot they have bought and paid for while facing the coming winter with empty fruit shelves and with all cannery products held at outrageous prices.

According to press dispatches several days ago a prominent citizen of Cuba who had just landed in New York made the statement that the entire Cuban crop is being held in warehouses by the American sugar trust for purposes of its own and that there is no legitimate reason for any sort of a sugar famine at this time.

If these and other surmises and reports are true—and this writer has no particular reason to dispute them—the question will naturally arise in every inquiring mind why such a condition is permitted.

If the government can take over the railroads and the telegraph lines as it has done; if it can fix the price of sugar and other commodities as it has done; if it can put soap-box agitators in jail for stirring up unrest, as it has done, why in the name of all that is American, and democratic, and patriotic and fair and just and RIGHT, can it not open up the warehouses and put this sugar on the market?

The Herald is a straight out American newspaper. It believes in American principles and honors American institutions. It holds no brief for enemy aliens nor for hell-roaring, bomb-throwing agitators. It is no apologist for half-baked Germans or Austrian yawpers who have not sense to know when they are well off, but it is perfectly free to express the belief that when it comes to stirring up unrest among the people of these United States and bringing on real trouble, the roughneck soap-boxer and the unregenerate alien are not it for a minute with the sugar hoarder and the food profiteer.

If those in authority want to keep down trouble they would do well to pay less attention to the un-American roughneck and considerable more to the un-American food hoarders and sugar speculators. Failure to do so will, sooner or later, cause numberless acquiring minds among recently awakened, ordinary American citizens to stand up and ask right out in meeting whether the old socialist claim that the sugar trust and the meat trust and a few other big business institutions are bigger than the government—in reality are the government—is or is not true?

### "KNOCKING" HEPPNER

Speaking about people on the outside "knocking" Heppner we Heppner folks should remember that every "knock" that is not true is a boost, while every "knock" that is true should be considered as a tonic and taken accordingly. Sometimes a community needs a little medicine of this sort to rid its civic system of those germs which breed apathy and community laziness. The worst knockers Heppner has ever had are we folks who live here and who think and say and know that Heppner is the best town of its size in the world but the trouble is we think it's so darned good that we have not the sense nor the inclination to make it better. Heppner's worst knock was the failure of her people to bring in a city owned gravity water system years ago while the bringing was good. Her worst recent knock is our failure to have a new, modern hotel completed and running many months ago.

Unreasonably priced residence and business lots which has prevented many people from building for themselves and future of property own-

ers to erect dwellings and business buildings for rent is another body blow to Heppner's growth and progress.

Weed-choked sidewalks is another nasty little knock to the welfare of the town but it hits the crazy-bone of every well dressed woman who has to draggle her skirts through the weeds. We Heppner-folks don't need to worry about outside knocks. It's the jaw-saws we land on ourselves that hurts.

There should be a lot of mighty happy women around Heppner just now judging from the large number of families who are moving and trying to get settled in new apartments or old houses for the winter. The ladies, God bless 'em, get lots of joy out of house-cleaning time and moving days when they can sit serenely on a step-ladder or a goods box and tell the lords of creation how to tint a wall or paint a floor or place the plane at just the proper angle. It's their innng fellows. Take your medicine.

Some 299,000 steel workers went on strike yesterday morning and in view of the fact that many of them were already receiving as much as \$70 or \$80 a day their employers probably look on the walkout as something of a steal strike.

After reading both sides of the Mooney case most unprejudiced minds will conclude that somebody has been doing a lot of first-class lying about it one way or the other—probably both ways.

One thing that can't be denied about we Heppner fellows is that if we are not strong at building up a town up we are hum-dingers at tearing one down. Within the past three or four months no less than five business locations have been torn from the vitals of Main street and not a hand has yet been turned to replace them, which is certainly going some even for Heppner.

Only one man was shot at the Pendleton Round-up this year but it is currently reported that a large number of residents and visitors were more than half shot.

If any country on earth can produce a finer quality of autumn weather than little, old Morrow county we'd like to see 'em trot it out for inspection.

### BOARDMAN MAN REPRESENTS COUNTY AT CONFERENCE

Morrow county was ably represented at the Oregon State Chamber of Commerce last Friday at Portland by M. B. Signs, secretary of the Boardman Commercial club, and head of the Boardman schools. That body met with Governor Olett and laid plans to advertise and develop Oregon with the help of the county judges and county commissioner, also the following day. The results were very satisfactory. Mr. Signs was an earnest worker at the meeting and contributed much toward shaping the policy adopted at that time.

### RAILWAY DIRECTOR MAKES STATEMENT

Walker D. Hines, director general of railroads, today authorized the following statement relative to the car situation in the United States.

The railroad administration is fully alive to the importance of the car supply situation in the United States and is handling the matter energetically.

"Instructions have been issued to all the regional directors urging them to bend every effort.

1. To speed up road and yard movements.
2. To establish heavier loading of equipment.
2. To reduce the number of bad order cars.
3. To make prompt delivery to connections.
4. To effect early deliveries at freight houses and team tracks.
5. To expediate the movement of grain cars in terminals.

"Instructions have also been issued for the establishment in each important terminal of a committee of officers of the railroad administration whose duty it will be to study and expediate the movement of cars, empty and loaded, in their respective terminals.

"Every effort is being made to speed up the construction of the 100,000 freight cars ordered by the railroad administration last year, and to place in service such of these cars as

are still in storage. The railroad administration has decided to place all these cars in service irrespective of whether or not the allocations are accepted by the railroad corporations.

"On September 6, 1919, 54,088 of these cars were completed and in service and 17,469 were in storage awaiting lettering and numbering. The total number of cars in storage was reduced from 34,245 on August 1, 1919, to 17,465 on September 6, 1919. During the week ending Sept. 6th, cars in storage were stencilled and placed in service at the rate of 616 per day. New cars at the rate of 218 per day were completed and placed in service, thus making a total of 834 cars per days placed in service.

"All available railroad shops are being used for the purpose of supplementing the work of the car shops in stencilling cars in storage. The total number of these cars placed in service daily will increase during the next few weeks."

Much stress has been laid on the increase in the percentage of cars withdrawn for repairs in the recent months to and including July. The fact is that this increase in the number of cars withdrawn for repairs has not been due to a falling off in the number of cars repaired but has been due to a number of complex factors which have arisen from the conditions resulting from the war, from the exceptional pooling of cars during unified control, and from questions arising between the railroad administration and the railroad corporations. The emphasis which has been laid upon the percentage of cars withdrawn from service for repairs is therefore, misleading and does not give a correct idea as to the number of cars actually in service. The number of cars actually in service, not including bad order cars, increased from 1,383,000 on July 1, 1917, to 2,055,000 on July 1, 1919.

The railroad administration however, is not content with its ability to point to the fact that transportation service is more favorable than it was two years ago. On the contrary, extraordinary efforts are being put forth to secure the greatest possible improvement. Although the number of cars repaired in May and June, 1919, was fully up to the normal number of cars repaired, the railroad administration gave instructions on June 20, 1919, that all car forces be increased to the full standard measure of 48-hours per week and that additional shifts be worked where the additional employees could be obtained and where they could be economically used. The showing naturally to be expected from the putting into effect of these instructions was hampered in July by the intervention of practically a couple of holidays and, of course, was temporarily prevented in August by the strikes of a large number of shop employees. Conditions having now been restored to normal, it is expected that these instructions will promptly show a most favorable result. Further than this, the railroad administration instructed on August 16, 1919, that all car forces be put on a basis of 54-hours per week. It is believed that this instruction will result in a marked improvement, also in the monthly repair of a much greater number of cars than the normal number and will steadily increase the number of cars actually available for service as compared with preceding years.

In addition to this, the railroad administration is rapidly getting the benefit of the service of a large number of new cars constructed during federal control but whose introduction into service was postponed on account of inability to agree with the railroad corporations as to the acceptance of the cars. This inability has been overcome. Between August 1 and September 6, 23,564 of these cars have been put into service, and they are now coming into service under the spur of recent instructions at the rate of over 900 per day.

### BIG WHEAT GROWER HERE

Judge W. J. Mariner, big wheat-grower of the Blalock country, is in Heppner today looking up the wheat market. He has already discovered that Heppner buyers are paying a better price than can be had at Arlington.

### WISE MEN SAY—

- Incline to nothing base.
- More cost, more worship.
- The barleycorn is the heart's key.
- A scuff is the reward of backbitness.
- It is a hard battle where none escape.
- Continuance becomes usage—Italian proverb.
- The baser knows neither father nor mother.

### FOR SALE

At A. C. Allison ranch, two miles above Pine City, on Butter creek, 1 Durham bull, 7 Jersey cows, 3 Jersey heifers, good dairy stock. Cows will freshen between now and first of year, heifers will freshen next spring. 211f

### CHURCH NOTICES

Federated Church  
Sunday school at 9:45 a. m. We use the lessons of the International Sunday School Association. Morning church service 11:00. Christian Endeavor 7:00 p. m. Evening services 8:00.

H. A. NOYES, Pastor.

Christian Science  
Christian Science services are held every Sunday morning at 11:00 o'clock in the lodge room in the I. O. O. F. building.

Testimony meetings are held every Wednesday evening at 8:00 o'clock at the home of Mrs. Eugene Slocum. All interested are invited to attend these services.

Subject for Sunday, September 21, "Matter."

## FLOUR RE-SALE

THE UNITED STATES GRAIN CORPORATION

Announces that it will sell "Straight" grade flour, to all purchasers, in carload lots, in 140 lb. jute sacks, gross weight delivered to any Railway station in Zone 10, comprising the States of Oregon, Washington, and Idaho, at not to exceed \$10.00 per bbl. net cash. Purchasers will be supplied from nearest available mill, which may result in slight saving for buyers' account.

Wholesale and jobbing profits on such flour must not exceed 75c per bbl. and retailer's profits must not exceed \$1.25 per bbl.

UNITED STATES GRAIN CORPORATION  
510 Board of Trade Building  
Portland, Oregon

SAFETY &



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HEPPNER, OREGON

Deposits Over One Million Dollars

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## Will Save 25 Per Cent of Your Feed Costs

One-fourth of the dry feed that is fed uncut is wasted. The Smalley cuts dry feed so there is no waste, and the stock get full value of the feed.

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Heppner, Oregon

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