

IN NEW PARASOLS

Sunshades Made of Calico, Pongee, Cretonne, Glazed Paper.

Brown Color for Umbrellas, but Riot of Bright Hues for the Summer Convenience.

Gaily painted paper is used in summer parasols. Taffeta and cretonne, always prominent in these, are used probably more than any other materials, although for the country there are sunshades of calico, pongee, and even glazed paper painted in gay designs.

Brown is still the fashionable color for umbrellas, but in sunshades we see



Cretonne Parasol in Bright Rose, Blue, Yellow and Green.

a riot of bright hues. Seen in shops is a bell-shaped, coral-colored taffeta parasol that looks, when open, like a huge flower, as it is composed entirely of pleated scalloped petals that give the appearance of petals. It has a slender ivory handle treated in such a way as to indicate age and carved with tiny Egyptian figures.

Another, in the shape of a bell, consists of rows of old blue taffeta—a real French blue. It is bordered with Dresden ribbon in an old tapestry design. The top of this sunshade is rather flat, but the sides curve like a real bell. In order to be in keeping with the new wraps a tiny box-plaited ruffle of moire ribbon goes about the edge. It has a plain wood handle with a pierced amber tip.

One has the top made of white satin brocaded in velvet in shades of brown, red and blue, with narrow ruffles of old blue taffeta around the edge. Halfway up the parasol is a large plaited ruffle of the taffeta caught to each rib in the effect of a sunburst.

All the lovely, old-fashioned checked and flowered taffetas in light colored patterns seen in the dresses for mid-summer are duplicated in parasols. One of checked taffeta—wistaria with white—has four narrow plaited ruffles at the edge and a rosette of the same silk on a light wooden handle.

It is not surprising to see striped awning cloth in country parasols. In fact, it is such a logical material for these that we wonder why nobody appears to have thought of it before, for, after all, an awning is a sunshade on a huge scale. These awning parasols are like the short, heavy, English umbrellas.

EUROPE TAKES TO 'TYPISTS'

Business Men There Are Gradually Laying Aside Steel Pen and Using Modern Methods.

Without a typewriter an American office would not be an office, but a relic of a past age. But Europe has been writing with pen and ink, and is just waking up to the typewriter, remarks the Golden Age. In France the courts are working on the problem whether a document such as a deed or a mortgage is legal if written on a typewriter.

The world was taught Europe many things, among others to value the typewriter. Prior to the conflict the proportion of the American writing machine output that was exported was 25 per cent to 30 per cent; now it is 50 per cent. The machines would be going over the water much faster if Europe could get the credits necessary to correct the unfavorable conditions of exchange. When the great loans that are expected have been made, the situation will be improved and a much greater volume of typewriter exports is looked for as a result of the credits.

Europe needs among other things modern office methods. She will be helped in effecting this improvement, because the prices of writing machines have not increased nearly as much as those of other products, partly perhaps because the prices were notably high before the war. Improvement is the order of the day, and the typewriter will become ever more marked as the golden age comes on.

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Titles Occupational.

An English newspaper suggests the use of generic names for household help, as, for instance: "Palmer" for parlor maid, "Jenny" for general "Scully" for scullery maid, and so on. All very well, but suppose in the first case there were three parlor maids, would it distinguish them as "Palmer," "Palmer" and "Palmer"?—Boston Transcript.

Illness Costs U. S. Wage Earners Billion Dollars Every 12 Months



The annual sick bill of 30,000,000 American wage earners is \$1,000,000,000.

The time clock of the nation shows that each worker, through sickness, loses an average of nine days. This means that the working time of the nation is decreased by more than 850,000 years.

Half of the billion-dollar sick bill represents wages lost—subtracted from the total of earnings expected to finance the budgets of millions of families. The other half represents the bill for doctors, nurses and medicines. And the total is twice the amount given annually in the United

States for all philanthropic purposes, in normal times.

This is the problem of illness as it is presented by the survey now being made by the Inter-church World Movement.

The survey has formulated a program as a proposal for the co-operative effort of the evangelical churches. An increase in the efficiency and capacity of existing denominational hospitals is the first provision of this program.

Construction of 31 new hospitals is the second. These hospitals include 12 general hospitals for white people; twelve for negroes; one tuberculosis sanitarium for Arizona; four hospitals for incurables and two children's hospitals.

EFFECT OF WAGE INCREASE ON PAY ROLLS

The effect of the wage award upon the pay rolls of Pacific Coast Railroads is indicated in estimates made here yesterday at the General offices of the Southern Pacific Company, that the added bill for all that company's lines alone would approximate \$17,500,000. The exact figures remain to be determined but it was said that the figure quoted was believed to be very nearly correct. Officials pointed out that stock holders of the Southern Pacific last year received in dividends \$17,478,460, so that this one recent wage increase distributed among the company's employees equals the amount that the stock holders got altogether. There are over 50,000 employees on the Pacific system lines.

At the same time it was pointed out that the Southern Pacific's annual report recently published showed that the increase in wages and cost of materials used in operation in 1919, compared with the year previous, amounted to \$18,842,500, or an increase of almost one and one-half millions of dollars more than the stockholders received.

Commenting on the situation, a statement issued from the office of President William Sproule last night read in part:

"The stockholders of the railroads have not had any share in the increased revenues arising from any source, whether increased volume of business or from higher freight and passenger rates, the dividend rate on so large a system has been increased for many years. The Southern Pacific stockholders got 6 per cent in 1919 just as they did in 1914; but this actually means out of every dollar earned by the Southern Pacific, the share that goes to the stockholders is 46 percent less in 1919 than it was in 1914.

The progress of taxation in railroad affairs is also graphically represented by comparing 1911 with 1919. In 1911 for every dollar paid to the stockholders of the Southern Pacific about 22 percent went for taxes; but in 1919 for every dollar the stockholders received the company paid out 72 percent in taxes. Taxes increased from \$5,461,576 in 1911 to \$12,842,276 in 1919.

The new increases in freight and

passenger rates are due directly to the increased cost of operations; first—wages; second—higher cost of materials used in operations and third—taxes. The fourth item is the necessity of providing revenue by taking care of the interest charges on money borrowed to furnish more locomotives, cars, additional tracks, terminals and other facilities to give a better service."

The gross earnings from all sources exceeded \$260,550,000 in 1919, out of which the stockholders received \$17,478,460. In 1914 gross revenues were \$152,623,950 out of which the stockholders received \$16,361,000. The increase in dividends was not due to an increase in rate but to an increase in capital stock, some of their 4 percent and 5 percent bonds for capital stock under their rights as bond-holders."

Reckless Reggie.

Nephew—That was a pretty good dinner we had; shall we have a drink now?

Uncle—Man, ye ken A'm reetotal.

Nephew—A cigar, then.

Uncle—A dinnis smoke.

Nephew—Oh, do something reckless—remember my firm is paying all the expenses!

Uncle—Woe! A think A'll ha'e my boots cleaned here then!—The By-stander.

LITVINOFF'S PLOTTING BARED

Copenhagen Writer Tells of Being "Approached" by Soviet Representative.

Hamburg.—A series of articles on the activities in Copenhagen of Maxim Litvinoff, Russian soviet representative there, is appearing in the Fremdenblatt. The articles are from the newspaper's Copenhagen correspondent, who, in a recent issue, states that he was approached by Litvinoff with overtures with the view of propagating insidious pro-bolshevik commentaries in the German newspapers.

"In Germany," the correspondent reports Litvinoff as having said, "resistance is harder to overcome than in Russia, by reason of the fact that the middle-class system is too deeply rooted.

"There is little prospect of a revolution in Denmark, where the people are too quiet, slow and too well nourished, but when we've got Germany the Scandinavian countries are bound to follow."

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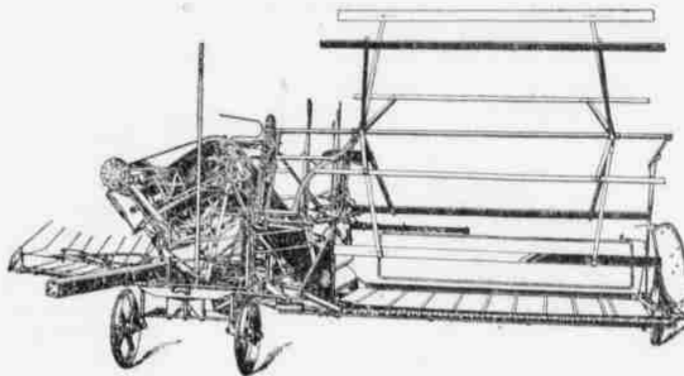
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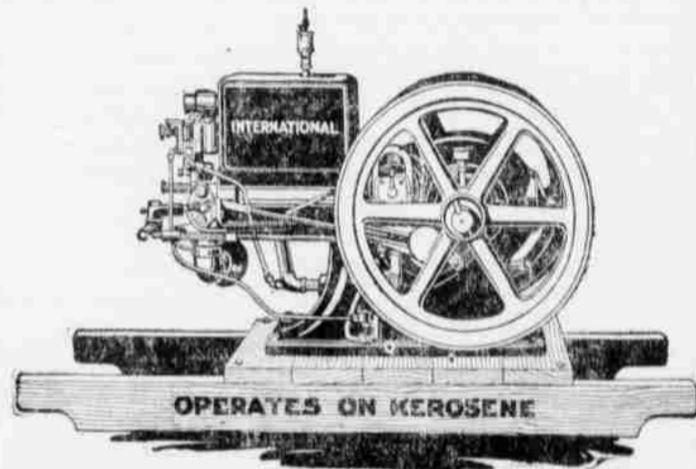
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