

THE HEPPNER HERALD

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TELEGRAM SCOLDS HERALD.

On July 6th the Herald published an article under the caption, "Portland Sits Up, Takes Nourishment", in which comment was made on the fact of Portland taking a rather unusual interest in irrigation projects in the Inland Empire the particular instance being the Columbia Basin project in eastern Washington, which was at that time about to be looked over by a party of newspapermen and which Portland newspapers and Portland commercial organizations were exploiting to a rather unusual degree considering that Portland was the exploiter and an irrigation project east of the Cascade range was the exploitee.

Attention was also directed to the attitude of cold indifference Portland newspapers and commercial organizations have always maintained towards the John Day irrigation project and the statement was also made that promoters and friends of the John Day project are jubilant over the changed attitude of the spokesmen of the City of Roses regarding irrigation in the mid-Columbia section and the belief was expressed that, sooner or later, Portland will become alive to the importance of assisting in the development of the John Day project which will mean the reclamation of 300,000 acres of fertile soil within 150 miles of Portland and with direct lines of transportation by rail, river and highway already in operation, or possible.

On July 28, only 22 days after the Herald article was printed, the Portland Telegram proceeded to scold the Herald for presuming to criticize Portland about her attitude towards eastern Oregon projects, which showed really commendable speed on the part of "The Paper that Does Things." While the "hop off" of our esteemed contemporary in this instance was not exactly in the ace class it fully equaled, if not exceeded, the usual Portland speed in the big work of developing the state of Oregon as a whole, not to mention the ox-team delivery of papers to beach resorts that the Telegram announced the other day it will install this week in competition with a contemporary's airplane service.

Had our contemporary taken 40 or 60 days instead of only 22 days to cogitate the Herald article before bringing forth its more or less crushing reply, it might have thought of more than two things Portland has helped put over in the past for the direct benefit of eastern Oregon. The two mentioned were the opening of the Columbia river to steam boat navigation and the fact that Multnomah county members of the Oregon legislature actually voted to "secure state backing, by legislative action, for irrigation bonds issued in the furtherance of LEGITIMATE enterprise." The capitals are ours but the fact that the Herald article was written with particular reference to Portland's attitude towards the John Day project and that the Telegram studiously avoids any reference whatever to that project gives color to the belief that the Telegram does not consider the John Day project as strictly "legitimate." Will the Telegram enlighten its eastern Oregon readers on this point?

Eastern Oregon is glad to have an open river to Portland although so far as known here that improvement has not yet made or saved the producers of the Inland Empire any particular money nor has the river itself been overburdened with a flood of shipping. We are also glad to have the backing of the state on our irrigation bonds and we appreciate the assistance given by Portland in securing these two things which seem to be all the Telegram could call to mind in the short space of 22 days.

Before realizing much profit from an open river, however, eastern Oregon must get more people and produce more tonnage so that independent boat lines can afford to operate in competition with the railroads and before getting much benefit from the state backing of irrigation bonds we must get some of our projects sufficiently organized and exploited and advertised as to bring them to the bond-issuing stage of development and to do this we need the hearty co-operation and encouragement of the financial interests, the commercial organizations and the newspapers of Portland. The John Day project has not had such encouragement and the pity of it is that Portland in her apathetic, self-satisfied way, is not only hindering the development of eastern Oregon but she is standing stubbornly and blindly in the way of her own growth and enrichment.

The Telegram could render itself, its city and its state a direct benefit by helping to educate Old Man Portland to the importance of the development of up state enterprises rather than by ignoring and cold-shouldering them and questioning their legitimacy even by implication.

RECIPE FOR A MAN.

Take a healthy body with a normal brain and carefully remove all envy, jealousy, malice, hatred and fear. Add equal proportions of honesty, truthfulness, courage and fidelity, mix with a large portion of the Milk of "Human Kindness" and "Brotherly Love," add equal parts of optim-

ism and caution; stir with energy and vigor; flavor with "pep" and "ginger" and season with experience; refine by a process of education; mould in normal environments; garnish with an attractive personality and serve according to the Golden Rule.

UNPRECEDENTED ACTION TO PROMOTE RAILROAD EFFICIENCY

"Recent action taken by the chief executives of the railways not only of the greatest significance and importance under present conditions, but in unprecedented in the history of American railroads", declares the "Railway Age" in an editorial. "On the recommendation of their Advisory Committee, which recently was created, they have set up certain standards of efficiency of operation for the railways as a whole which, by resolutions unanimously adopted, they have pledged themselves to make every effort to attain. This is the first time any such action ever was taken by the railways collectively. The purpose is to relieve the present dire transportation situation in the shortest possible time. The significant feature of the standards set up is that they are higher than any corresponding standards hitherto attained in the actual operation of the railroads of the United States, and are probably higher than ever were attained in the operation of the railroads of any country.

"This first standard is 'An average daily minimum movement of freight cars of not less than 30 miles per day'. The average movement per car per day under government operation in 1918 was 24.6 miles and in 1919 23.1 miles. The greatest average movement ever attained in any year was in 1916, when it was 25.5 miles. If the railways should accomplish what they have set to do, it would mean practically five miles per car per day more than was made under independent government control in 1918, and would be equivalent to adding four hundred to five hundred thousand cars to the available equipment.

"The second standard set up is 'An average loading of 30 tons per car'. The highest average ever attained was in 1915, when it was 29.1 cars. An increase of one ton in the average load per loaded car would be

equivalent to adding from 50,000 to 75,000 to the available supply of cars.

The third standard established is 'The reduction of bad order cars to a maximum of 4 per cent of the total owned.' The last report upon the subject showed 7.4 per cent, or about 178,000 of all the freight cars of the United States in bad order. A reduction of this to 4 per cent would increase the useful available supply of cars by about 80,000.

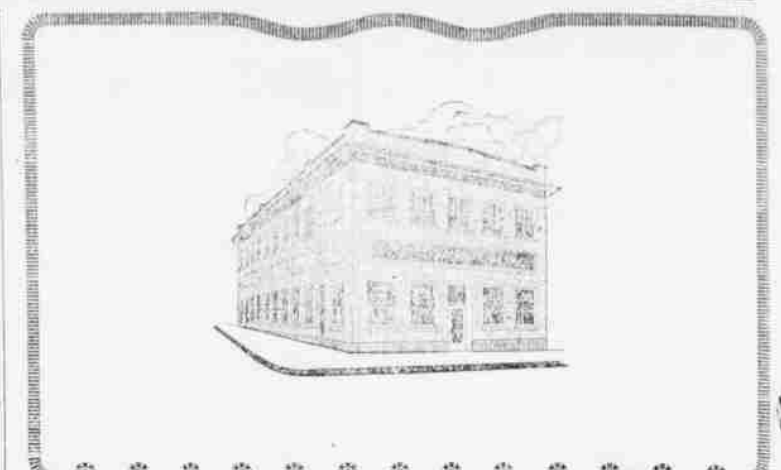
"The fourth and fifth standards set up are 'An early and substantial reduction in the number of locomotives unfit for service' and 'More effective efforts to bring about the return of cars to the owner roads.'"

PREPARADNESS

Are you prepared to extinguish that little blaze when it is first discovered? Sooner or later it will start and you will need all your resourcefulness to know what to do quickly in order to handle the situation. A little thought and preparation may mean the difference between success and defeat, between saving the house and losing it.

By forethought, I mean attention to the practices of fire prevention in order to keep the blaze from getting started and by preparation I mean the study of extinguishing agents, and the provision of some effective kind of fire extinguisher. Every shop, factory and store should be protected by fire extinguishers and every home should have at least one in condition for use.

Only by anticipating and preparing for things are we able to successfully meet them. When an army goes forth to battle does it go in a careless, shiftless manner to meet the enemy or does it go fully drilled and equipped prepared to win. Only by being fully drilled and prepared can we successfully meet and defeat our enemy, fire. A fire extinguisher is the best weapon to fight with but the weapon must be in good working order to be effective and it must be used properly. If you have not the protection of a good fire extinguisher you should have, and it must be kept properly charged and ready for action. The soda acid type should be charged once a year, and all extinguishers should be kept in a convenient visible place where they will not be disturbed and where anyone can get them quickly if needed.



FIFTEEN CENTS A DAY.

Any man can save fifteen cents a day. This is proved by the fact that there is hardly a young man who does not spend thoughtlessly at least that amount every day.

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REAL ESTATE and INSURANCE

der to be effective and it must be used properly. If you have not the protection of a good fire extinguisher you should have, and it must be kept properly charged and ready for action. The soda acid type should be charged once a year, and all extinguishers should be kept in a convenient visible place where they will not be disturbed and where anyone can get them quickly if needed.

UNIVERSITY OF OREGON NEWS SPECIALS

Eugene, Ore., August 3—A letter from Bill Hayward, veteran trainer of the University of Oregon, describing the recent national Olympic tryouts, has been received at the administration offices of the University. Another thing that impressed Hayward is confident that the two

Oregon men selected, Kenneth Havelst and Arthur Tuck, will give a good account of themselves at the Antwerp games.

The 125 members of the Olympic games team sailed for Antwerp Monday, in charge of four coaches, Moulton, of Cornell, Robertson, of the University of Pennsylvania, Delaney, of the Chicago Athletic Club, and Hayward of the University of Oregon. The western members of the team did all their training at the New York Athletic Club grounds, according to Hayward, which was on Travis Island, a short ways from where they were staying, and reached by launch.

"The University of Oregon seems to be well known in Boston" avers the veteran trainer. "Whenever the announcer would announce an Oregon entry, it would bring cheers from the stands." As the tryouts were held in the Harvard Stadium at Boston, it is thought that the fans had become acquainted with lemon-yellow athletic prowess through the Harvard-Oregon football classic started last New Year's day in Pasadena. Another thing that impressed Hayward is confident that the two

Ease and Comfort

HOW MUCH EASE AND COMFORT YOU CAN GET OUT OF A PROPERLY REPAIRED OLD SHOE THROUGH THE HOT SUMMER DAYS. IT'S EASY AS AN OLD GLOVE AND EVERY DAY'S WEAR YOU GET OUT OF AN OLD PAIR MEANS THAT MUCH SAVED ON THE NEW PAIR WHEN THE STORMY SEASON COMES. BRING US THE OLD ONES AND WE WILL MAKE THEM

LIKE A NEW PAIR

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