

"Conservation Phase of St. Lawrence Improvement Is Most Important."

By H. C. GARDNER, Great Lakes-St. Lawrence Tidewater Ass'n.

The farmers and industries of the whole region that is nearer to the Great Lakes than to our salt water ports will reap the advantage of lower transportation costs from the improvement of the St. Lawrence. Herbert Hoover estimated this at a saving of certainly 6 cents per bushel on wheat, and it will be correspondingly as much on other grains. More than 90 per cent of the many thousands of tons of meat products, lard and animal oils exported from this country annually are produced in the Central West, and on every pound a large saving could be made by loading into ships at our lake ports.

The people of northern New York and New England will be benefited even more than their western brethren, for they will not only have the improved transportation by water, but will have electric power for distribution to every city, town and farmstead. Their trunk line railways can be electrified, and they can banish the coal famine specter.

But fundamentally the conservation phase of the St. Lawrence improvement is most important of all. Where on our own continent is there a region that is not vitally interested in a development that will every year for all future time save us from the need to burn millions of tons of our "black diamonds" and use instead the "white coal" that a beneficent Providence has laid at our doorstep?

Some good judges estimate that within a decade or two, after the power demand shall have grown to meet the supply, this annual coal saving will amount to 100,000,000 tons.

WASHINGTON SIDELIGHTS



Commercial Assaults on National Parks



WASHINGTON.—Preservation of our national parks and monuments against the organized assault of commercial water power and irrigation interests is a subject that is going to attract much attention at this session of congress and in the next congress. So important is the matter, in the opinion of Secretary Payne of the Interior department, that he begins his 1920 annual report with its discussion. He says, first thing: "This is a vital question. The conflict between the demands of commerce and the preservation of these wonder places involves constant vigilance. In my view, their preservation is of the first importance. It should be the settled policy of the country, regardless of any question of utility, that when in the wisdom of the congress national

parks or monuments are definitely set apart they must be preserved in their integrity, forever free from any form of commercialization. If this principle is not recognized, and commercialization in any form is allowed to creep in it will be only a question of time when our wild West will be only a memory and the big game of our country will be extinct, and those places and objects, now so wonderful, will be seriously and permanently injured.

Secretary Payne then discusses a six-foot irrigation dam across the mouth of Yellowstone lake in Yellowstone National park, the project of an association of Montana people. He says that any material raising of the water would destroy timber, hot springs and scenery, and adds:

"If the precedent of using the park is established and a six-foot dam built and the water devoted to reclamation or power uses, increasing demands will speedily arise as other lands come under cultivation or need for more power arises, and the demand for a higher dam and more water will arise and will be well-nigh irresistible. A dam at the place suggested of 25 feet could be built and the question would be, Why not?"

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What's Uncle Sam Doing About Flying?

WHAT is Uncle Sam going to do about keeping up with the air procession? Your guess is as good as anybody's guess, these days.

One story is that the War department is preparing to call for bids for 300 new airplanes on designs worked out by the army aviation section, which include all latest improvements demonstrated to be valuable by recent tests. Approximately \$6,000,000, it is estimated, will be spent on the planes.

The total appropriation for the air service—exclusive of pay and maintenance of men, which is carried in other sections of the army bill—was \$83,000,000, of which it was provided that not less than \$5,250,000 should be spent for experimental and research work and not less than \$6,000,000 for new machines and equipment.

The air service last year asked for \$80,000,000 and will ask this session of congress for \$90,000,000. Senators of the military affairs committee and members of the house military committee said that nothing like this much money could be allowed in view of the pressing need for cutting governmental expenses.

Aviation activities in the navy are scattered through half a dozen bu-



reaus and efforts are being made to obtain legislation establishing a bureau of naval aeronautics, headed by a rear admiral. According to Navy department gossip, Capt. William A. Moffett, formerly in command of the Great Lakes Naval Training station and more recently commander of the battleship Tennessee, is slated for the place.

In the meantime experts declare that the nation is lagging farther and farther behind European countries. The United States is so ill equipped as to be virtually defenseless and in commercial navigation it has scarcely begun to start.

The army air force is inadequate and most of the plants are either obsolete or obsolescent. The navy air force is primitive compared with that of the British and French navies.

One Grand Jag to Get Rid of the Stuff



THE plans for enforcing prohibition in the United States were presented to the house ways and means committee the other day, two of them by prohibition advocates and the other by Representative Joseph R. Fordney of Michigan, the committee chairman.

Wayne R. Wheeler, counsel for the Anti-Saloon league, suggested a tax of \$500 a gallon on the whisky, the collecting of all stocks in hand to render it unfit for beverage purposes, and genuine enforcement of the law by at least one federal district attorney.

Prohibition Commissioner John E. Kramer recommended that all liquor now in the government warehouses be concentrated in three or four ware-

houses in Kentucky, where heavy guards can be placed and illegal withdrawals be prevented. He said that 20,000,000 gallons have been withdrawn since January 14, 1920, leaving 40,000,000 gallons in storage.

Representative Fordney said that it might be turned loose by the government, sold to the buyers, and the toppers could have one grand jag and thereby end the trouble and expense for the government.

"Don't you think the cheapest way out of this problem for the taxpayers," asked Chairman Fordney, "would be for the government to open the warehouses, let this whisky be sold, and let the toppers have one grand drink and get rid of it all?"

"Yes, that has already been suggested to the bureau," replied Mr. Kramer. "Considerable pressure has been brought to bear in favor of the proposal, but we haven't been able to see our way clear to do it."

Representative Tibson, Republican of Connecticut, expressed opposition to extraordinary efforts to enforce the Volstead act in committees in which it was apparent the people were opposed to it.

Cost to Uncle Sam of War and "Peace"

NET cost of the war to the American government has been fixed by Secretary Houston at \$24,010,000,000. This, he said, represented the "adjusted" expenditure of the treasury, excluding all other outlay which had no relation to the actual prosecution of the war during the period from April 6, 1917, to June 30 last, the extremes of the government's wartime fiscal operations.

A special message giving the complete expenses of the American peace commission during its work abroad has been transmitted to the senate by President Wilson. Total expenditures amounted to \$1,951,191.09 from December 1, 1918, to December 4, 1920. The amount actually paid out was \$1,703,712.06, but repayments and gains in exchange reduced this by \$22,520.97. Some of the larger items were:

Travel and subsistence, \$528,442; subsistence, \$193,823; salaries, \$299,871; wages and employees at Hotel Carlton, \$131,597; rents, \$178,853; food, hotel and kitchen supplies, \$283,599; hire and laundering of linen at hotel, \$64,966; damage and loss of property at hotel, \$125,870.

Various missions to Russia, Germany, Posen, Turkey, Holland, and Armenia cost \$236,726. Purchase of



automobiles amounted to \$14,692, and confidential expenses of Presidential party to \$17,534.

E. M. House and Henry White received monthly salaries of \$1,000 as commissioners, while Robert Lansing, former secretary of state, and Gen. Tasker H. Bliss, other commissioners, had their actual expenses paid.

The accounts showed refunds by President Wilson of \$14.70 francs for expenses while at Rome; by E. M. House of 10,402 francs for official entertainment from December 3, 1918, to June 3, 1919, by Secretary Lansing of 1,589 francs for tips and of large amounts for expenses of the wives of the commissioners.

Doctor Grayson was credited with frequent drafts of \$1,000 and more for "confidential expenses of the President."

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