

THE HEPPNER HERALD

AN INDEPENDENT NEWSPAPER

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CAUSE AND EFFECT

IN the press dispatches one day last week we read that retail food prices advanced 2.7 per cent during July in the United States and that wholesale farm products advanced during the same period only 1.75 per cent.

In the same column and immediately following the article mentioned we read the following headlines: "Farmers Forced to Quit; 577,000 Acres in South Dakota Now Reported Idle.

Here is a fine illustration of the working of the law of cause and effect. Retail prices, which have been abnormally high, advanced 2.7 per cent while farm products, which have been and still are abnormally low, advanced 1.75 per cent, and more than half a million acres of fine farm lands are abandoned and allowed to go to weeds.

The information regarding the slump in Dakota was given to the interstate commerce commission by Maurice Bien, assistant secretary of the reclamation service, and the cause he ascribed to high freight rates.

In another paper a day or two earlier we read that Minnesota farmers are preparing to burn corn for fuel next winter because they cannot market their corn at a profit on account of excessive freight rates nor can they afford to buy coal and pay the freight charges demanded by the railroads for moving that commodity.

Here is a spectacle for you: With millions of people starving to death in the world, Minnesota farmers are forced to burn a splendid food stuff in place of coal because they cannot pay freight charges both ways.

About the same time we read a government report to the effect that there are now 5,735,000 unemployed people in the United States. Here again we find the law of cause and effect working. Farmers burning their corn and refusing to buy coal because of high freight rates, which means less work for the unemployed in coal mining and shipping, grain handling and shipping and all the related activities and also means less food for the unemployed and everybody else.

It begins to look as though the railroads are killing the goose that laid the golden egg. They have thrown a monkey wrench into the cogs of the wheels of industry and the smash is hurting the railroads and everybody else, and the question is how long the country can stand such conditions.

If we don't all "watch-out" we may find the law of cause and effect at work along a new line in Oregon before another year passes. Present conditions are pretty sure to breed discontent and the farmer who sees the low price of his product absorbed by excessive freight rates and high living costs may become tired of existing conditions and want a change. It is said the Non-Partisan league is preparing to open a campaign in Oregon this fall and if they do—and make a go of it—we will have another illustration of the working of the law of cause and effect.

A RULE THAT SHOULD WORK BOTH WAYS

IF this newspaper is correctly informed, the following freight rates are charged on wool shipments in bags from the Oregon country to Boston.

Portland to Boston\$1.66
The Dalles to Boston\$2.19
Pendleton to Boston\$2.78
Baker to Boston\$3.09
Ontario to Boston\$3.29
Mountain Home to Boston\$3.33 1-3

How could there be a rate more grotesque, more conducive to promotion of discontent on the part of the producer. Here is an arrangement under which more is charged for a short haul than for a long one. The arrangement is in absolute defiance of the principle that rates should be adjusted according to the cost of service. As will be seen a sheepman at Mountain Home, Idaho, must pay twice as much for shipping wool east from his home town as is charged for hauling the same freight from Portland, a point several hundred miles farther west. If he ships 100,000 pounds of wool he will pay a freight charge of approximately \$3,200 whereas but \$1,600 is charged from Portland. Assuming that the Portland-Boston rate is profitable to the railroads it is obvious that the interior shipper is paying an unreasonable rate. If the through rate is not profitable it should be made high enough to net a profit so that the entire duty of making dividends for the roads should not be placed upon the interior.

This system of "robbing Peter to pay Paul" is unjust and it falls with particular hardship on the wool industry at this time of depressed prices. To be consistent with its own attitude in the Columbia basin rate case, Portland should be leading a fight to correct this enormity in the rate structure. If the argument about the cost of haul is meritorious when applied to traffic moving towards Portland it is meritorious when applied to eastbound freight. It is a poor rule that does not work both ways. Furthermore the Portland newspapers will stand in their own light if they do not take the same position as the growers in the wool rate controversy. The low rail rate from the coast is intended to kill off water transportation and to make the interior region pay for the killing thereof and the funeral. But the welfare of the country, in peace and in war, calls for the building up of ocean shipping, not for stifling it, and certainly our coast cities have an interest in protecting ocean carriers against piratical opposition of the sort revealed in wool freight rates.—East Oregonian.

CECIL

Mr. and Mrs. Everett Logan and family, of Fairview ranch, spent Sunday at the home of Leon Logan at Fourmile.

The mayor and his nephew, Robert Lowe, and several others from Cecl were chasing around Arlington on Saturday taking in all the sights of the busy town.

Miss Bernice Franklin, of Heppner, is visiting all her friends around Cecl before leaving Saturday for Milton, where her parents have bought a home and will reside in the future.

Homer Nash arrived in Cecl Monday and will visit around Cecl for some time before returning to his home in The Dalles.

Charley Black left on the local Friday for Heppner to have one of his hands attended to, which he hurt while at work.

Miss Doris Lee after spending a few days among her friends in Cecl left Monday for her home in Alderdale, Washington.

Miss Bernice Beeson, who has been visiting with her uncle, Joe Henriksen at Strawberry ranch, for several weeks returned to her home at Canby Oregon Monday.

Mr. and Mrs. George Krebs, of the Last Camp were calling on friends in Morgan Saturday.

Walter Pope and Robert Lowe left Tuesday for a ten days vacation in the mountains.

Melville Logan, and son Gene, of The Willows and friend, Sydney Wilimotte, of Portland, were the week end guests of Leon Logan of Fourmile.

J. M. Morrow, representative of Pendleton Marble Works, made a short stay in Cecl during the past week.

J. W. Osborn, one of Cecl's prominent wheat growers, honored the county seat with a visit Wednesday and Thursday. J. W. reports that his sister, Mrs. Weltha Combest, has been able to leave the hospital at The Dalles and is now under the care of her sister at her home in Portland.

Mrs. Everett Logan and daughter, Lois, of Fairview, and also Jack Hynd and son, Master Jackie, and daughter, Miss Annie, and Russel Shaw were all passengers on the local for Heppner Tuesday.

Mr. and Mrs. T. H. Lowe entertained a party of young people Saturday night at the Highway house. Games and dancing were indulged in during the evening. Refreshments were served at midnight.

Mr. and Mrs. George Henriksen, of Strawberry ranch entertained a party of young folks to a watermelon feed Thursday night. We heard several who were there and had a feed declare they can't look a watermelon in the face again.

Mr. and Mrs. Ralph Winter have taken up their residence at Shepherd's Rest, while R. W. is hauling wheat to Minor & Hynd's warehouse for Leon Logan.

Mrs. A. Henriksen, of Willow creek ranch left Saturday for Portland where she will visit friends for a few weeks.

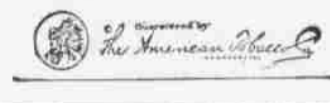
Jack Hynd left Friday for Montana where he has sheep grazing. Jack intends to ship several cars of his sheep to the Chicago markets before returning to Cecl.

Russel Shaw, nephew of Mrs. Jack Hynd, left during the week for Sask, Canada, where he will visit relatives for some time. Russel will be very



Cigarette

No cigarette has the same delicious flavor as Lucky Strike. Because Lucky Strike is the toasted cigarette.



much missed as he was one of the leading lights among the young people, who all wish him a speedy return.

Mrs. Malinda May, who has been visiting at Wamie, Oregon arrived in Cecl Thursday and will spend the remainder of her vacation at the home of her parents at Lone Star ranch.

Mrs. Joe Searles, of Carville, left on the local Thursday for Portland where she will visit for some time.

Constable John, who is supposed to be in full charge during the absence of the mayor seems to be suffering from some new complaint, all he seems to be able to do is mutter

rhymes of all kinds. We are informed Constable John's latest rhyme is something like this—Oh Boys! Put me on an island where the girls are few or with the most ferocious lion in his den. Only put me on an island where the girls are not—etc. etc. etc.

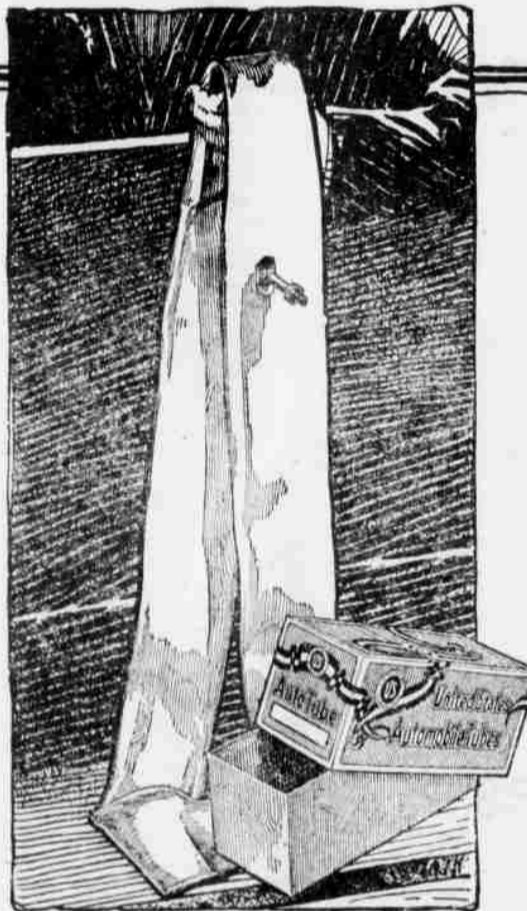
VISITIN AT CLOUDCAP INN

Mr. and Mrs. Joseph J. Nys left Sunday for Cloud Cap Inn where they will spend a couple of weeks vacation. Before leaving Heppner, Mr. Nys read in the Portland papers of the exploit of one Joseph Novachek, Hood River architect, who is reputed to have scaled Mt. Hood the other day carrying a light walking stick and clad in tennis shoes and a stiff collar. The story aroused Mr. Nys interest in mountain climbing to such an extent that he confided to the Herald man that he intends to beat the architect's time on a similar trip. He took the tennis shoes and stiff collar with him and will secure the walking stick on the mountain. He will also carry a large umbrella to guard against sunburn.

FOUND—in Heppner about July 15 a small sum of money. Loser can recover same by calling at this office, and identifying same. 17-16

NEW BUSINESS ENTERPRISE FOR HEPPNER

Dave Wilson has leased a room in the Garrigus building, adjoining the Peoples Hardware Co. where he expects to open a complete stock of men's wear about September 1st. Mr. Wilson is having the room fitted up as a modern store and he says he will carry a line of up to the minute clothing, furnishings, shoes etc.



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United States Tires

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