

LEGAL NOTICES

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at La Grande, Oregon, September 30, 1921.

Notice is hereby given that Willie Ruddy, of Lena, Oregon, who, on September 23, 1916, made Homestead entry, No. 016541, for E 1/4 NW 1/4, E 1/2 SW 1/4, Section 34, Township 1 South, Range 29 East, Willamette Meridian, and Lots 3, 4, S 1/2 NW 1/4, Section 3, Township 2 South, Range 29 East, W. M., has filed notice of intention to make final three-year proof, to establish claim to the land above described, before United States Commissioner, at Heppner, Oregon, on the 29th day of November, 1921.

Claimant names as witnesses: Francis McCabe, Phillip McCabe, Ed Doherty, Tom Gill all of Lena, Oregon.

C. S. DUNN, Register.

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned has filed his final account as administrator of the estate of Mrs. Edward, deceased, and that the County Court of the State of Oregon has appointed Monday, the 14th day of December, 1921, at the hour of 10:00 o'clock A. M. as the time, and the County Court room in the Court House at Heppner, Oregon as the place, of hearing and settlement of said final account.

Objections to said final account must be filed on or before said date. S. H. BOARDMAN, Administrator.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been appointed by the County Court of the State of Oregon, for Morrow County administrator of the estate of Clemens P. Dunton, deceased, and that all persons having claims against the said estate must present the same, duly verified according to law, to me at the office of my attorney, S. E. Notson, in Heppner, Oregon, within six months from the date of the first publication of this notice, said date of first publication being this 1st day of November, 1921.

ALLIE WINNARD, Administrator.

NOTICE FOR PUBLICATION

Public Land Office, Department of the Interior, U. S. Land Office at The Dalles, Oregon, October 24, 1921.

Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Sec. 2455, R. S., pursuant to the application of Claud Houston, Serial No. 029457, we will offer at public sale, to the highest bidder, but at not less than \$2.00 per acre, at 10:15 o'clock A. M., on the 14th day of December, next, at this office, the following tract of land: NE 1/4 NEM, Sec. 25, T. 6, S., R. 25, E., W. M. (Containing 40 acres.) This tract is ordered into market on a showing that the greater portion thereof is unimproved or too rough for cultivation.

The sale will not be held open but will be closed when there are no persons at the hour named have caused bidding. The person making the highest bid will be required to immediately pay to the receiver the amount bid.

Any persons claiming adversely the above described land are given to the their claims or objections, on or before the time designated for sale. J. W. DONNELLY, Register. T. P. QUINN, Receiver.

NOTICE OF SHERIFF'S SALE

By virtue of an execution and order of sale duly issued by the clerk of the Circuit Court of the State of Oregon, for the county of Morrow on the 19th day of September, 1921, in a certain suit in said County and State, wherein, Missouri Jordan, plaintiff recovered judgment against R. N. Wade and May M. Wade, his wife, defendants, for the sum of \$509.00 with interest thereon at the rate of 8 per cent per annum from the 8th day of November 1919, and the further sum of \$14.95 with interest thereon at the rate of 8 per cent per annum from the 28th day of February, 1921, and the further sum of \$75.00 attorney's fee and the further sum of \$52.70 costs together with all moneys and accruing costs, which judgment was rendered on the 14th day of June, 1921.

Notice is hereby given that I will on Saturday the 26th day of November, 1921 at the hour of 2 o'clock in the afternoon of said day sell at public auction, at the front door of the County Court house, in Heppner Oregon, for cash in hand, the following described real property to wit: Lots three (3) and four (4) in Block three (3) Cliff's eighth addition to

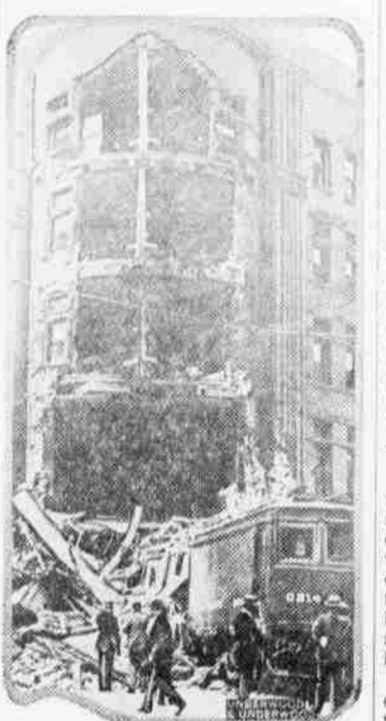
the town of Ione, Oregon, taken, levied upon as the property of the said defendants R. N. Wade and May M. Wade, his wife, being the property mortgaged by said defendants to secure the sums aforesaid, and ordered sold by the Court to satisfy the same, or so much thereof as may be necessary to satisfy said judgment in favor of said Missouri Jordan, plaintiff against said defendants, R. N. Wade and May M. Wade, his wife, together with all costs that have accrued or may accrue in said matter.

GEO. McDUFFEE, Sheriff of Morrow County, Oregon. Dated this 24th day of October, 1921.

First publication October 25th, 1921.

Last publication, November 22, 1921.

WOKE UP THE GUESTS



Guests in the Victoria hotel, Springfield, Mass., were awakened rudely early in the morning when a train of three electric express cars jumped the track and smashed into the five-story brick building. The front car "walked" right into the lobby, as if to register, and the impact exposed the corner sleeping rooms on the three upper floors.

Stories of Great Scouts

THE IRON NERVE OF SAM HOUSTON, THE VIRGINIAN

Courage and daring were qualities characteristic of all the scouts who won their right to fame in frontier history, but for iron nerve and pure grit Sam Houston was the peer of them all. Perhaps he inherited his fortitude from his father, who was a soldier in the Revolution; perhaps during his long stay among the Cherokee Indians he learned that a warrior bears pain without flinching.

Houston was a Virginian who had entered the army and risen to the rank of ensign at the outbreak of the Creek war in 1813. Gen. Andrew Jackson, "Old Hickory," had taken the field against the Creeks and, after a series of battles in which the Indians were defeated, they made a last stand at their fortified camp, Tallapoosa, in the Great Horseshoe bend of the Tallapoosa river, Ala.

The high peak in Houston's adventurous life came in 1830 when, at the head of a little army of 800 Texans, with the battle cry of "Remember the Alamo!" on their lips, he defeated the hordes of Santa Anna, the Mexican dictator, at San Jacinto and won freedom for Texas. He was elected first president of the Lone Star republic.

RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and Return All Saving By Reduction in Charges.

FULL TEXT OF PROPOSAL

Statement by Thomas DeWitt Cuyler, Chairman of the Association of Railway Executives, on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas DeWitt Cuyler, chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today, it was determined by the railroads of the United States, to seek to bring about a reduction in rates, and as a means to that end to seek a reduction in present railroad wages which have impeded maintenance of the present rates.

An application will be made immediately to the United States railroad labor board for a reduction in wages of train service employees sufficient to remove the remainder of the increases made by the labor board's decision of July 29, 1920 (which would involve a further reduction of approximately ten per cent), and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down.

The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the interstate commerce commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime.

The managements have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public, and that something must be done to start them again in operation. The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about \$62,000,000, upon a property investment of over \$19,000,000,000, and even this amount of sixty-two millions included back pay for the prior years received from the government of approximately \$14,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry, and in marked reductions of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic.

Roads Forced to Defer Maintenance.

In this situation, a policy of the most rigid economy and of postponing and cutting to the bone the upkeep of the properties was adopted by the railroads. This was at the price of neglecting and for the time, deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921, over 16 per cent or 37,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order cars of not more than 100,000, as is further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under these conditions, and with this large bill charged up against the future—which must soon be provided for and paid if the carriers are to perform, successfully, their transportation duties—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends, amounting to only 2.6 per cent per annum on the valuation of the carrier properties made by the interstate commerce commission in the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

Roads Earnings Far Below Reasonable Returns.

It is manifest from this showing, that the rate of return of 3 1/2 or 4 per cent for the first two years after March 1, 1920, fixed in the transportation act as a minimum reasonable return upon railroad investment, has not been even approximated, much less reached, and that the present high rates accordingly are not due to any statutory guarantee of earnings for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60 cents on the dollar they receive for transportation services, whereas in 1918, 40 cents on the dollar went to labor.

On the first day of January, 1917, when the government took charge of wages through the Adamson act, the labor cost of the railroads had not exceeded the sum of about \$1,488,000,000 annually. In 1920, when governmental authority made the last wage increase, the labor cost of the railroads was about \$3,888,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect the labor cost, on an annual basis, would have been largely in excess of \$3,000,000,000.

Adamson act, of approximately \$2,450,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the labor board, estimated at from 10 to 12 per cent, in no sense meets or solves the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues.

Thousands of Rates Already Reduced.

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1—The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the interstate commerce commission, the rate of return on property investment of the railroads of the United States for the past several years has been as follows:

RATE OF RETURN EARNED BY THE RAILROADS OF THE UNITED STATES ON THEIR PROPERTY INVESTMENT:

|                      |       |
|----------------------|-------|
| 1912                 | 4.85% |
| 1913                 | 5.15% |
| 1914                 | 4.17% |
| 1915                 | 4.20% |
| 1916 (Fiscal Year)   | 5.90% |
| 1916 (Calendar Year) | 6.16% |
| 1917                 | 5.26% |
| 1918                 | 3.51% |
| 1919                 | 2.46% |
| 1920                 | 0.32% |

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

The Roads Handicapped More Than Other Business.

2—The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respects (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited. However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a reduction in rates will stimulate traffic and that increased traffic will protect the carriers from the loss incident to a reduction in rates. The railroad managements cannot disguise from themselves that this suggestion is merely conjectural and that an adverse result of the experiment would be disastrous not only to the railroads, but to the public, whose supreme need is adequate transportation. Consequently the railroad management cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such a conjecture.

Farmers Especially Need Lower Rates.

It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing labor and other costs of transportation thus imposed upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatible with their duty to furnish transportation which the public must have.

At the moment railroads in many cases are paying 40 cents an hour for unskilled labor when similar labor is working alongside the railroad and can easily be obtained by them at 20 cents an hour. The railroads of the country paid in 1920 a total of considerably over \$1,000,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of railroad earnings, unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally, are also hampered in their efforts to economize by a schedule of working rules and conditions now in force as heritage from the period of federal control and upheld by the railroad labor board. These conditions are expensive, uneconomic and unnecessary from the point of view of railroad operation and extremely burdensome on the public, which pays the bill. This schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor crisis in accordance with rapidly changing conditions and the great variety of local considerations which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abolished.

The railroads will seek a reduction in wages now proposed, by first requesting the sanction of the railroad labor board. The railroads will proceed with all possible dispatch, and as soon as the railroad labor board shall have given its assent to the reduction of wages the general reduction in rates will be put into effect.

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Andrew Byers

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### F. R. Brown

Agent for Morrow County  
Phone—Office 642, Res. 29F14 Heppner, Or.

## OUR IDEAS are sometimes good

But we have something that is better. We aren't in the "idea" business, but when it comes to the cutting and selling of choice meats we don't take our hat off to any one.

Our cooler is always kept at the right temperature to keep the fresh meats FRESH and our ambition has always been—and always will be—to keep our customers supplied with the choicest of meats, whether they be fresh or salt meats. And when there's a better way discovered to cure meat, then we'll have better cured meat.

# Central Market



WALTER LYMAN BROWN

Walter Lyman Brown, head of the American Relief administration in Europe, who arranged with the soviet government for the feeding of starving Russians.



MIRZA HUSSEIN KHAN ALAI

Mirza Hussein Khan Alai, the new minister from Persia to the United States.

To Clean Leather. The leather on furniture should be rubbed over occasionally with a cloth slightly dampened with oil or with a good leather polish.