NOTICE OF SHERIFF SALE

By virtue of an execution and Order of Sale duly issued by the Circuit Court of the County of Morrow, State of Oregon, dated the 5th day of April, 1923, in a certain cause in the Circuit Court for said county and state, wherein Stanfield Livestock Feeder Co., a corporation, as plaintiff recovered judgment against John Mollahan and Pat Mollahan, defendants, for the sum of \$17021.89 with interest thereon at the rate of eight per cent per annum from the 15th day of October, 1919; for the further sum of \$1400.00 attorneys fees and the sum of \$887.00 with interest on said \$887.00 at the rate of six per cent per annum from the 25th day of January, 1923, and its costs and disbursements taxed and allowed at \$28.00 on the 23rd day of March, 1923.

NOTICE IS HEREGY GIVE! that I will on Saturday, the 12th day of May, 1923, at the hour of 10 o'clock A. M. of said day at the front door of the Court House in Heppner, Morrow County, Oregon, sell at public auction to the highest bidder for cash in hand the following described real property in Morrom County, State of Oregon, to-

Beginning at the Northwest corner of the Southwest quarter of the Southwest quarter of Section Sixteen (16), in Township Four (4), South, Range Twenty-seven (27) E. W. M, running thence South one quarter of a mile, or to the Southwest corner of Section Sixteen (16), running thence East one quarter of a mile, or to the Southeast corner of the Southwest quarter of the Southwest quarter of said Sec. Sixteen (16), running thence in a Northwesterly direction on a straight line to the place of beginning, the South half of the Southeast quarter, the Southeast quarter of the Southwest quarter, the Southwest quarter of the Southwest quarter and the South half of the Northwest quarter of the Southwest quarter of Section Seventeen (17), the South half of Northeast quarter of the Southeast quarter and the Southeast quarter of the Southeast quarter of Section Eighteen (18), the East half of the West half, the Northwest quarter of the Northeast quarter, the South half of the Northeast quarter and the Southeast quarter of Section Nineteen (19), the North half of the North half, the Southwest quarter of the Northeast quarter, the Southwest quarter of the Northwest quarter and the South half of Section Twenty (20), the North half of the Northwest quarter, the South half of the Southwest quarter and the Southwest quarter of the Southeast quarter of Section Twenty-one (21), the Southwest quarter of the Northwest quarter, and the Southwest quarter of the Southwest quarter of Section Twenty-seven (27),

Also beginning at the Northwest corner of the Southeast quarter of the Southwest quarter of said Section Twenty-seven (27), running thence South one quarter of a mile, or to the Southwest corner of the Southeast quarter of the Southwest quarter of said Section Twenty-seven (27), running thence East one quarter of a mile or to the Southeast corner of the Southeast quarter of the South west quarter of said Section Twenty-seven (27), and running thence in a Northwesterly direction on a straight line to the place of beginning, the Northwest quarter of the Northeast quarter, the South half of the Northeast quarter, the East half of the Southeast quarter, the East half of the Northwest quarter, and the Northwest quarter of the Northwest quarter of Section Twentyeight (28), the East half of the East half, the Northwest quarter of the Northeast quarter, the Northeast quarter of the Northwest quarter and the West half of the Northwest quarter of Section Twenty-nine (29), the Northeast quarter, the East half of the Southeast quarter, and the Northwest quarter of the Southeast quarter, the Southeast quarter of the Northwest quarter, and the East half of the Souhwest quarter of Section Thirty (20), the Northeast quarter of the Northeast quarter, Southeast quarter of Southeast quarter, West half of East half, and Northeast quarter of Northwest quarter of Section Thirty-one (31), Northeast quarter of Northeast quarter, South half of Northeast quarter, North half of Southeast quarter, Southwest quarter of Southeast quarter, Southwest quarter, and Southwest quarter of Northwest quarter of Section Thirty-two (32), Northeast quarter of Northeast quarter

of Section Thirty-three (33), East half of Northwest quarter of Section Thirty-four (34), also beginning at the Nortwest corner of the Northeast quarter of the Southeast quarter of said Section Thirty-four (34), running thence East one quarter of a mile, or to the Northeast corner of the Southeast quarter of said Section Thirty-four (34), running thence South one quarter of a mile, or to the Southeast corner of the Northeast quarter of the Southeast quarter of said Section Thirtyfour (34), running thence in a Northwesterly direction on a straight line to the place of beginning, being in Township Four (4) South, Range Twenty-seven (27)

Also, beginning at the Northwest corner of the lot numbered Three (3), (otherwise described as the Northeast quarter of the Northwest quarter), running thence South one quarter of a mile, more or less, or to the Southwest corner of said lot Three (3), and running thence East one quarter of a mile. more or less, or to the Southeast corner of said lot Three (3) and running thence in a Northwesterly direction on a straight line to the place of beginning, the lot number ed Four (4), (otherwise described as the Northwest quarter of the Northwest quarter), the Southwest quarter of the Northwest quarter, the Southwest quarter of the Southwest quarter of Section Three (3), the lot numbered Two (2) (otherwise described as the Northwest quarter of Northeast quarter), the Southeast quarter of the Northwest quarter, the Northeast quarter of the Southwest quarter of Section Four (4), Lot numbered Two (2) (otherwise described as the Northwest quarter of the Northeast quarter), the Southwest quarter of the Northeast quarter, the West half of the Southeast quarter, the Southwest quarter of the Northwest quarter, the West half of the Southwest the Southwest quarter of Section Five (5), the lots numbered One (1) and Two (2), (otherwise described as the North half of the Northeast quarter), the Southeast quarter of the Northeast quarter, the Northwest quarter of the Southeast quarter, the Northeast quarter of the Southwest quarter of Section Six (6), the East half of the Northwest quarter of Section Eight (8), Northeast quarter of the Northeast quarter of Section Nine (9), the Northeast quarter of the Northeast quarter, and the Northwest quarter of the Northwest quarter of Section Ten west quarter of Section Fourteen (14), and the South half of the ally. South half of Section Fifteen South Range Twenty-seven (27).

The Northeast quarter of the Northwest quarter of Section Twentyeight (28), the Northeast quarter Southwest quarter of the Southeast quarter of Section Thirty Range Twenty-seven (27), E. W. M., also beginning at the North-Twenty-seven (27), E. W. M., and a straight line to a point 40 rods South 40 rods, thence East 80 rods to the place of beginning.

seven (27) East of the Williamette souri river. Meridian, containing 320 acres. Southwest quarter of Northeast Fe system, for it takes away from taining 200 acres more or less.

The Southeast quarter of the North- gether with the Chicago, St. Paul, Minwest quarter of Section Twenty- tory. It gives to the Santa Fe the

eight (28), Township Four (4), Canadian Pacific controlled lines, the East of the Willamette Meridian.

Being the real property mortgaged by the judgment debtors to the plaintiff, to secure the payment of said amount and ordered sold by the court for the purpose of payment of the above mentioned judgment and taken and levied upon as the property of said defendants, John Mollahan and Pat Mollahan, or so much thereof as may be necessary to satisfy the said judgment in favor of the plaintiff and against said defendants, together with all costs and disbursements that have or may accrue.

GEORGE McDUFFEE, Dated at Heppner, Oregon, April 10. 1923.

UNION PACIFIC CHIEF PROTESTS

Does Not Favor Grouping of Western Railroads Proposed By Hale Holden.

JUDGE LOVETT'S STATEMENT

Declares a Re-Merger of Harriman System to Be the Only Fair Basis of Competition With Northern Lines

San Francisco, April 2, 1923 "Consolidating all railways west of Chicago and the Mississippi River into four systems as proposed recently to the Interstate Commerce Commission by Hale Holden, president of the Chicago, Burlington & Quincy Railroad, would create many unnatural alliances and would greatly strengthen the socalled Hill group of raliroads and greatly weaken the so-called Harriman quarter and Southeast quarter of group," said Judge Robert S. Lovett, chairman of the Union Pacific System, at today's hearing before Interstate Commerce Commissioner Henry C.

The commission's tentative plan com prising seven instead of four systems was characterized as affording the basis and ground work which should be departed from only with great caution. The Holden plan grouping the Union Pacific with the Chicago, Milwaukee & St. Paul was strongly condemned, the witness explaining that the commission's plan of placing the Chicago & Northwestern with the Union Pacific was the only logical grouping, the Chicago, Milwaukee & St. Paul (10), the East half of the North- being a competitor and the Chicago & Northwestern a connection and natural

"Should the Hill lines merger be ap-(15), being in Township Five (5), proved," Judge Lovett said, "a re-merger of the Harriman lines Union Pacific and Southern Pacific, should be east quarter of Section Nineteen authorized to meet the strong combin-(19), the Southeast quarter of the ation which would be effected by the Northwest quarter of Section Great Northern, Northern Pacific and Twenty (20), the Southwest quarter of the Northwest quarter of Section Twenty-one (21), the with the same conditions imposed by Northwest quarter of the Southis satisfactory to the Union Pacific, as they protect with reasonable adequacy of the Northwest quarter and the the rights of the Union Pacific," he said. Continuing be added: "Another striking effect of the way the Holden (30), in Township Four (4) South plan treats the old Harriman system appears when after assigning to the Southern Pacific the Rock Island, it east corner of the Southeast quar-Kansas & Texas systems, with which Section Seventeen (17), in Town-the Southern Pacific does but little ship Four (4) South, Range business, and with which it would have occasion to do even less after acquiring running thence Northwesterly in the Rock Island and also the Kansas City, Mexico & Orient-which the press north of the Northwest corner of dispatches report is about to be abansaid Southeast quarter of the doned—the Missouri, Oklahoma & Southwest quarter of said Section Gulf and a half interest in the Denver Seventeen (17), running thence & Rio Grande Western and the Denver and Salt Lake. The latter feature is especially amificant because it would Also the Southwest quarter of indeed effectually 'bottle up' or as Pro-Southeast quarter, South half of tessor Ripley expressed it, short cir-Southwest quarter and Northeast cuit' the Union Pacific, since it would quarter of Southwest quarter of give the Southern Pacific a line of its Section Twenty-nine (29), North- own through from San Francisco to west quarter of Northeast quar- Chicago by way of Ogden and Denver ter, North half of Northwest paralleling the Union Pacific from Ogquarter and Southeast quarter of den both to Omaha and Kansas City Northwest quarter of Section and paralleling also the lines allocated Thirty-two (32) in Township to the Union Pacific from Omaha to Four (4) South, Range Twenty- Chicago and elsewhere east of the Mis-

"The plan is more kind to the Santa quarter, Northwest quarter of the Union Pacific group, where the Southeast quarter, Southeast quar- commission's tentative plans places it, ter of Northwest quarter and the Chicago & Northwestern, which in North half of Southwest quarter of connection with the Union Pacific is Section Twenty-one (21), Town- the door and gateway for most of the ship Four (4) South, Range competition out of Chicago with the Twenty-seven (27) E. W. M., con- Santa Fe for Pacific coast traffic, and turns it over to the Santa Fe toeast quarter of Section Twenty neapolts & Omaha, which is the prin-(20); the Northwest quarter of cipal connection and almost the sole the Southwest quarter of Section reliance of the Union Pacific for traf-Twenty-seven (27); and the fic coming to its line at Omaha from Southwest quarter of the North- St. Paul, Minneapolis and that terri-

South Range Twenty-seven (27) Minneapolis, St. Paul & Sault Saint Marie and the Spokane International, thereby taking away another valuable connection of the Union Pacific at

> "Thus the plan sends the Santa Fe as far into the northwest as Spokane, Washington. By going through Canada and stopping short of Puget Sound, however, its capacity for harm to the would not be great, for while almost in sight of the promised land Seattle, Tacoma, Olympia, Portland, it is given no entrance therein, but is held safely on the east side of the Cascade mountains at Spokane. The Santa Fe is also given the St. Louis Southwest- Price ern, the Chicago & Eastern Illinois, the New Orleans, Texas & Mexico, the Western Pacific and a half interest in the Denver & Rio Grande Western, and the Denver and Salt Lake. It Pay Postman on receipt of goods or takes away from the Santa Fe, how send money order. Money refunded ever, the Colorado and Southern and fi shoes are not satisfactory. the Ft. Worth and Denver City, which the tentative plan of the commission put with the Santa Fe consolidation, and transfers them to the group embracing the Burifugton and other strong Hill lines."

Judge Lovett made it plain that he had no objection to the commission's authorizing a consolidation of the Hill lines, but that if that were done the commission should also authorize the reconstitution of the Harriman group, the Union and Southern Pacific, to meet the strong combination that would be effected by the consolidation of the Hill lines.

The Holden plan, however, does not contemplate a consolidation of the Union and Southern Pacific, but instead weakens both by loading them down with lines with which they have no natural affiliations and makes them competitive with their natural allies, notable in the case of the Union Pacific by placing the Chicago & Northwestern in a rival group. The Holden plan also would run counter to the legislation under which the Union Pacific and Central Pacific were constructed as one continuous line by assigning to the Southern Pacific a half interest in the Denver & Rio Grande Western and Denver and Salt Lake, which with the lines of the Rock Island from Colorado Springs and Denver to the Missouri river and Chicago would make it to the interest of the proposed Southern Pacific group to tear down instead of build up the Ogden route of the Union and Central

"In addition" he said, "both the Union Pacific and Southern Pacific are sent far afield into territories where they have never been, where they have no business or connections and where apparently there is no shadow of reason for them to go. The Unions Pacific is sent down into Tennessee, Alabama, Louisana, Texas, Arkansas and Oklahoma with lines to New Orleans, Laredo on the Mexican border and to El Paso, and again however, are treated very conservatively in this respect and the only new territory in which they venture is from Fort Worth to Houston, Texas, and over the Kansas City Southern and an-

other short line to New Orleans." With reference to Mr. Holden's substitution of the Chicago, Milwaukee & St. Paul for the Chicago & Northwestern for consolidation with the Union Pacific, Judge Lovett pointed out that the former is a competitor of the Union Pacific for traffic to and from the Puget Sound country, while the Chicago & Northwestern is a connection. The substitution would not only disrupt existing routes and channels of trade but would run counter to another requirement of the law that competition be preserved as fully as possible. Again, the consolidation of the Union Pacific and Chicago, Milwaukee & St. Paul would be a linking of the two weakest Puget Sound lines, while the Northern Pacific and Great Northern. which are the oldest and strongest lines in that territory, would be con solidated under the Holden plan. Such an alignment would certainly not be in the interest of giving the Puget Sound country the best competitive

Concluding this portion of his testimony Judge Lovett said, "The consolidation of the Hill lines with their subsidiaries into a single system would so far overshadow its competitors and any other railroad system proposed in the United States in size and financial strength and possibilities that one might infer that a desire to meet this objection had something to do with the jumbling of the International-Great Northern, Texas and Pacific and St. Louis-Francisco systems with the Union Pacific, and of the Missouri Pacific, Toledo, Peorla & Western and the Missouri Kansas & Texas, and varlous other lines with the Southern Pacific, in order that there should be other systems equal in mileage and investment to the Hill combination. however unequal in solidarity, financial strength and prospects and in traffic and operating relationships."

Judge Lovett complimented highly the manner in which Professor Ripley and the commission had worked out

Continued on Page Five)

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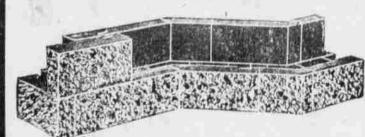
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