

LOCAL NEWS

P. P. Hassler, of the Lone Independent, was a business visitor in Heppner yesterday.

A marriage license was issued on December 26th to Eugene Chapel and Delsie Sperry, of Hardman.

Mr. and Mrs. E. H. Hedrick spent the past week at Portland where he attended the convention of Oregon teachers.

Peter Kilkenny left Monday evening for Seattle to resume his studies at the University of Washington, where he is a junior.

Mr. and Mrs. P. A. Anderson spent Christmas with her sister and brother-in-law, Mr. and Mrs. Kit McCarty, at The Dalles.

Mrs. Lena Snell Shurte went to Portland last week to be present at the annual meeting of the state teachers' association.

Mrs. Bell and daughter Muriel, of Hotel Heppner, have been visiting in Portland for a few days. They returned home Sunday evening.

Guy Boyer, who has been confined to his home for two or three weeks with a severe attack of grippe, was on the street again Friday.

Garnet Barratt, who recently underwent an operation for appendicitis, is on the streets again and says he feels better than for two or three years.

Bill Padberg was in town Saturday waiting for a good snow to cover up and fertilize his little, old 3,000-acre patch of wheat. He did not have to wait long.

C. A. Minor is here from Portland for a few days visiting friends. His health is improving gradually and his many friends here expect to see him restored to his usual health in a few more months.

John Kilkenny was willing to bet any amount last Saturday afternoon that we would have no snow this winter, but he changed his mind Sunday morning and gave his several hands of sheep their first taste of hay.

Dr. Chick has sold his practice here to Dr. Johnson, of Arlington, who is expected to take over the practice about the middle of the month. Dr. Chick will locate at The Dalles, where he will practice his profession.

Mr. and Mrs. M. L. Curran left yesterday for White Salmon, where they will visit relatives for a few days, later going to Portland to visit their daughter, Miss Helen Curran, who is taking the nurses' training course at St. Vincent's hospital.

B. R. Finch drove to Portland yesterday to bring back the Heppner delegation of teachers who have been in Portland spending their vacation and attending the state teachers' convention. They will return tomorrow to take up school work on Thursday.

Pat Connell, well known sheepman of Ithen creek, was in town Sunday. The sheep are in good shape, he says, and a bit of winter now will do no harm. Mr. Connell remembered the Christmas season by buying the Herald sent to his friend, Phil Martin, who returned to his old home in Ireland some time ago after a considerable residence here.

The home of Mr. and Mrs. James Carly, in Juniper canyon, midway between Lexington and Boardman, has long been noted for its hospitality and few travelers over that road ever got by without stopping for either a regular meal or a lunch, depending on the time of day. Mrs. Carly and her two daughters, Misses Mary and Annie, were visitors in Heppner Saturday and Sunday.

Andrew Neel, pioneer resident of the Lone Rock country, spent a few days in town during the week visiting relatives. Mr. Neel thinks it is a bad situation when people living in his neighborhood who would like to come to Heppner to trade are obliged, when compelled to come here, to travel via Condon and Arlington, a distance of about 125 miles, when a decent road would bring them on a direct route with only 35 miles to travel.

Misses Odele and May Groshen, who are spending the winter in Portland, were here for the holidays and left on their return to the city this morning. Their mother, Mrs. Jack McCollough, accompanied them and after visiting for a while in Portland will go to Coquille where she will visit her daughter, Mrs. Lorraine Vinton.

FEDERATED CHURCH Sunday school 9:45 a. m. Sermon 11 a. m., 7:45 p. m. Christian Endeavor 7:00 p. m.

FARMERS MUST UNITE SAYS MARKET AGENT

Monopoly-controlled prices on everything he has to buy, inflated freight rates and deflated farm prices are forcing the farmers to come together to save themselves and their industry. They realize the truth of the remark made recently by a Republican U. S. senator that "monopoly is absolute master of every product necessary to feed, clothe, warm and shelter the human body," and they know too well that unless they also combine their industry, and by power of alliance, buy in the same markets they are no wforced to sell in, there is little hope for bettered conditions in agriculture.

Farmers must realize the situation and they must act. They must organize and stand solidly together. It is not at all impossible when they once appreciate the situation and its gravity. Every important industry in the nation is controlled by combination, except agriculture. There is little hope for one outside industry against such odds. It is the prey of all the combinations. A Gresham farmer aptly stated it when he said that under such conditions the farmer had no more show to succeed than would an individual with a few thousand dollars have in starting opposition to the sugar trust or the Standard Oil company.

"You can't let the farmers together," they won't combine and stick," and "it can't be done." Those are the songs you hear every day. The same songs were sung in the south when the movements were started to organize the cotton planters and the tobacco growers 90 per cent strong. But it was done, it was done because the southern farmers had come to the point where they knew it must be done. It was done with labor—a task just as formidable as organization of farmers. It was proclaimed to the world that it would be impossible to organize the many different classes and trades in the ranks of labor into enough strength to force fair wages. It has been done and further, this organization has been powerful enough to put up the bars against emigration, it has forced congress to keep out those who would swarm in and thru competition weaken their organizations.

If farmers could only be of one mind for one year on the matter of co-operative selling and buying they would have an organization as powerful for success as that of the Bell Telephone company. They would be in complete control of their marketing; able to fix a fair profit price on their products; powerful enough to force out the army of middle-handlers and profit-takers, and then thru joint action with consumers get the products to the homes, at so much less expense that retail prices would be greatly lowered, even while the producers got much higher prices.

There are few farmers but what admit that their one hope under present conditions is to combine as others combine and get their just share by right of might, yet when it comes right down to backing their own admissions, too many will hang back and let the others put it over—waiting to see how it works out before they come in. And this one fact is more responsible than all others for the limited success of the many co-operative organizations in Oregon—the organizations are not backed strongly enough, there are too many sitting on the fence waiting results—results which they make impossible by their outside competition. They are borers from within.

It would seem that the time had come for the farmers of Oregon in every county in Oregon, to walk into this matter of mass production. It would seem that 1924 should see them ready to quit arguing and protesting and to come together solidly, in the one determination to run their own business, rather than to let the other combinations run it for them and take over the profits.

RAGS WANTED—Clean cotton rags wanted at Herald office. Kilt underwear, etc., not acceptable. 22-t Advertise it in the Herald.

HAY FOR SALE

I have 100 tons or more of alfalfa hay for sale with privilege of feeding same on ranch if desired. Good feed yards, plenty good running water, bunk house, etc., furnished. At my ranch 1 1/2 miles north of Lexington on highway. Phone, 4 F 2.

J. S. BALDWIN, 33-26 Lexington, Ore.

Subscribe for the Herald, only \$2 a year.

Hay Farmers Favored By Freight Rate Slash

PUBLIC SERVICE COMMISSION ACTS ON COMPLAINTS

Cut on Short Hauls Totals Eighty Cents Per Ton, but on Long Hauls Is \$3 Per Ton

Salem, Ore., Dec. 30.—Intrastate freight rates on hay, affecting all of the important railroads operating in

Oregon, were reduced from 5 to 3 1/2 per cent in an order handed down by the public service commission here today. The reduction amounts to 80 cents per ton on short hauls and \$3 per ton on long hauls. The order becomes effective January 21. The following table shows the old and new rates, together with the reductions ordered by the commission:

Table with columns: Location, Old Rate, New Rate, Reduction Per 100 lbs., Reduction Per Ton. Locations include Redmond-Marshfield, Redmond-Tillamook, Haines-Tillamook, Hermiston-Tillamook, Hermiston-Yaquina, Hermiston-Marshfield, Eugene-Tillamook.

Short-Haul Rate Set

The rate for a distance of five miles and under is to be 3 1/2 cents per 100 pounds. For each succeeding five miles the rate is not to increase to exceed 1/2 cent per 100 pound for each five miles for hauls up to and including 100 miles. The rate thereafter is to increase not to exceed 1/2 cent per 100 pounds for each ten miles for hauls up to and including 400 miles and the rate thereafter is an increase not to exceed 1/2 cent for each 20 miles for hauls up to and including 600 miles.

On hay shipments in carload lots, from 14 to 15 tons, the saving will be from \$35 to \$50.

The so-called hay rate case was instituted upon motion of the public service commission and attracted statewide interest. The investigation embraced all of the principal farm products and findings are now being completed by the commission with relation to the rates on commodities other than hay.

Disparity Is Stressed

The order of the commission stressed the continued disparity in depreciated farm products contrasted through the freight rate increase during the last few years and the necessity for substantial relief in behalf of the agricultural industries. It was found by the commission, according to the order, that many of the rates from Oregon producing centers to the principal marketing and consuming points were higher than from competitive shipping

points in contiguous territory. The order indicated that the new rates will afford the Oregon farmers an opportunity to meet the competition which they have encountered under the rate schedule now in effect.

In addition to the intrastate rates the commission investigated the interstate rates affecting Oregon hay shipments, and have called the same to the attention of the interstate commerce commission. Federal investigations of these rates are now being completed through a series of hearings in western territory.

It is said that because of the emergency now confronting the farmers of this state the commission handed down its order in advance of the findings in the federal investigations.

Rail Lines Affected

The new joint rate scale ordered by the commission provides for continuous mileage over any and all of the following carriers:

Oregon Short Line, Oregon-Washington Railroad & Navigation company; Spokane, Portland & Seattle railroad; Southern Pacific; Oregon Trunk railway; Oregon Electric railway; United Railways company; Portland Railway, Light & Power company; Willamette Valley Southern railway; Northern Pacific railway; Northern Pacific Terminal company, and the Great Northern railway.

The case was handled for the commission by W. P. Ellis, deputy attorney-general.

STATE WOOL GROWERS' CONVENTION TO BE HELD IN PENDLETON JANUARY 28-30

The 28th annual convention of the Oregon Wool Growers' association will be held in Pendleton January 28th, 29th and 30th, announces Mac Hoke, secretary. Coming right after the National convention, the Oregon meeting will be able to secure several speakers of national prominence. F. R. Marshall, national secretary; Dr. W. S. McClure, who is now in Washington, D. C., working in the interests of the wool growers; Forest Reserve officials; representatives from other state's associations; railroad, marketing and financial leaders, and experiment station, college and livestock sanitation authorities will be present.

An invitation has been extended to the Agricultural College to hold the final session of the State Livestock Economic Conference as a part of the convention.

The Pendleton commercial association has agreed to stage an entertainment and banquet that will surpass, if possible, all previous affairs. Wool growers planning on attending the national convention at Salt Lake should write Mac Hoke for reservations on a special car leaving Oregon on No. 18, January 20th.

The announcement that forest reserve grazing fees will be greatly increased in 1925 is bound to bring a big attendance and create lively sessions at both Salt Lake and Pendleton.

FARM BUREAU TO MEET

The annual meeting of the Morrow county farm bureau will be held at the Odd Fellows' hall at Heppner, Saturday, January 5th. At this meeting Professor E. L. Potter, head of the animal husbandry department of the O. A. C., will speak on the "Economics of Livestock Production in Oregon" and Mr. Jackman, extension farm specialist, on "Economic Production of Wheat in Eastern Oregon." Both of these men have done much research work along these lines and will have valuable information to present at the meeting. At the business session of the farm bureau, the question of reducing the dues and putting the organization on a more workable basis will be taken up. Every farmer and businessman in Morrow county is invited to attend this meeting. Dinner will be served in the hall at noon.

Roderic French, 8-year-old son of Mr. and Mrs. Uzz French, sustained a broken leg while coasting in the south part of town this afternoon.

Cows kept in box stalls produce more milk and slightly more butter fat than those kept in stanchions, according to the United States Department of Agriculture, but the slight increase in product does not balance the added expense for space, bedding, and labor. Box stalls are to be recommended only when maximum production is desired, regardless of expense, as in testing cows for records.

FORTY-NINE PERCENT OF CARS AND TRUCKS ARE FORDS

Detroit, Mich., Dec. 31.—Approximately forty-nine percent of the passenger cars and trucks produced in the United States during the first ten months of 1923 were Fords.

This is shown by a comparison of the automobile production figures given out by the U. S. Department of Commerce and those of the Ford Motor Company here.

The department's figures on cars and trucks, the latter including fire apparatus and street sweepers, shows a total of 3,396,638 for the first ten months.

A comparison of the truck production figures shows that 62 percent were Fords. The total number of trucks turned out during the ten months from January 1 to November 1 was 320,285 with Ford truck production for the same time totaling 200,996.

made here for assembly in foreign countries, totals 1,639,374. This total, however, does not include the production of the plant at Manchester, England, which manufactures practically all of its parts and which produced 27,606 cars and trucks during the first ten months, nor does it include the ten-month output of 69,452 cars and trucks by the Ford Motor Company of Canada, Ltd.

Star THEATRE Show Starts at 7:30 Tuesday and Wednesday, January 1 and 2: "Souls for Sale" Rupert Hughes' story of Hollywood. FELIX also makes a trip to Hollywood Thursday, January 3: WILLIAM DUNCAN and ALICE JOHNSON in "Playing It Wild" Full of pep and action — Also — LARRY SEMON in "THE BAKERY" Two reels of side tickling fun Friday, January 4: ROY STEWART and CLAIR ADAMS in "Riders of the Dawn" It's good, because it is a picturization of ZANE GREY'S novel, "Deserts of Wheat." — Also — RUTH ROLAND in 14th episode of "HAUNTED VALLEY" How will it end? And PATHE NEWS WEEKLY Saturday, January 5: MARGUERITE de la MOTTE and FRANK KEENAN in "Scars of Jealousy" An entertaining story of the South — Also — PATHE REVIEW— Screen magazine of interesting facts SUNDAY and MONDAY, January 6 and 7: COLLEEN MOORE "Nine and Niney" Adapted from the stage play by Ramsay Norris. Miss Moore does some of the best work of her career, and that is going some. You'll like it. — Also — COMEDY "FOR GUESTS ONLY" We wish all a Prosperous New Year, full of Joy and Optimism

You Can See What You are Buying when you fill your tank from a Dayton Visible Gasoline Pump I have just installed one at my Repair Shop. Let me fill your tank next time. M. R. FELL Chase Street

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