

Irish Chauffeur
 Jake—If we get killed the Irishman gets killed also.
 Ikey—Don't be a damn fool; tell him to drive slower. What does an Irishman care for his life if he can kill two Jews?—The Sportsman.

New Yorker—"I suppose the citizens of your town have plenty of public spirit."
 Middle West—"Well, you can get it if you know how, but I wouldn't go so far as to call it public."—American Legion Weekly.

STATEMENT OF OWNERSHIP
 Statement of the ownership, management, circulation, etc., required by the Act of Congress of August 24, 1912, of Heppner Herald, published weekly at Heppner, Oregon for April 1, 1924.
 State of Oregon) ss.
 County of Morrow)

Before me, a notary public in and for the state and county aforesaid, personally appeared S. A. Pattison, who, having been duly sworn according to law, deposes and says that he is the editor and publisher of the Heppner Herald, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the name and address of the publisher, editor, managing editor, and business manager is: S. A. Pattison, Heppner, Oregon.

2. That the owner is S. A. Pattison, Heppner, Oregon.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities is: W. B. Barratt, Heppner, Ore., Sam E. Van Vactor, The Dalles, Ore., and B. E. Lee, Canby, Ore.

S. A. PATTISON,
 Editor and Publisher.

Sworn to and subscribed before me this 1st day of April, 1924.

C. L. SWECK,
 My commission expires June 6, 1924.

BOARDMAN
 Roy and Ray Dempsey, who were called to Kelso by the death of their mother, are again in school.

Arthur Chaffee is in the hospital at The Dalles, where he underwent an operation for appendicitis Monday afternoon. Arthur was working at Dufur when taken ill and was rushed immediately to The Dalles. Altho his condition was serious he is now out of danger.

Tuesday morning while unloading steel pipe from a car at Peters siding, Geo. Mitchell was struck by a rolling pipe, cutting a gash in his right limb. Mr. Mitchell was taken to Hermiston, where he received medical aid, nine stitches being necessary to close the cut.

B. S. Kingsley of Portland was a business visitor in town last week. Mr. and Mrs. W. A. Murchie of Wasco were visiting at the Ballinger home last week.

A young son arrived at the Paul Smith home Monday, March 24.

Misses Jaunita Wolff and Barbara Hixon were breakfast guests at the Royal Rand home Tuesday morning.

On Tuesday evening two cars collided on the highway near Messner. The accident was due to carelessness on the part of one of the drivers as he crossed to the wrong side, striking the other car, which had to be taken to the garage for repairs. Fortunately, no one was injured.

Roy Gilbreth visited in The Dalles over the week end.

Mrs. Stoneman of Hardman visited at the Hadley and Cramer homes last week. Her daughter Bernice will stay with Mr. and Mrs. Glen Hadley and finish the school year here.

Mr. and Mrs. Deweese and Mr. and Mrs. Gregory of Arlington visited at the Max Deweese home on Thursday.

Mr. and Mrs. Nathan Chaffee and Mrs. Harry Thencis returned Tuesday to their homes near Eugene after a few days' visit with their parents.

Mr. and Mrs. E. K. Mulkey entertained at a delightful birthday dinner last Sunday. The guests were Mr. and Mrs. James Howell and son and Mrs. A. T. Horein and children. The dinner was in honor of Mr. Howell, James Howell and Mr. and Mrs. Mulkey, whose birthdays came during the month of March.

E. P. Dodd of Hermiston was a business visitor in town Friday. The Blaydens are enjoying rhubarb and asparagus out of their garden.

How is this for early spring?

PROFESSIONAL CARDS

DR. A. H. JOHNSTON
 Physician and Surgeon
 Odd Fellows' Building
 Office Phone 933
 Home Phone 492 Heppner, Ore.

DR. F. E. FARRIOR
 DENTIST
 Odd Fellows' Building
 Heppner, Oregon

S. E. NOTSON
 ATTORNEY-AT-LAW
 Office in Court House
 HEPPNER, OREGON

WOODSON & SWECK
 ATTORNEYS-AT-LAW
 Masonic Building
 HEPPNER, OREGON

DR. A. D. McMURDO
 PHYSICIAN and SURGEON
 Telephone 122
 Office Patterson's Drug Store
 HEPPNER, OREGON

DeLUXE ROOMS
 Summer Rates
 75c & \$1.00
 Over Case Furniture Co.

Same E. Van Vactor R. R. Butler
Van VACTOR & BUTLER
 ATTORNEYS-AT-LAW
 Suite 304 First National Bank Bldg.
 THE DALLES, OREGON.

WATERS & ANDERSON
 FIRE INSURANCE
 Successors to
 C. C. Patterson
 HEPPNER, OREGON

AN EXPERIMENT IN LIGHT LAND FARMING

Nick Thompson, who farms in the Elia district north of Ione, is trying an experiment in wheat growing on the light land of his section that R. W. Morse, county agent, believes may prove of considerable value to the farmers of that part of the county.

Last fall Mr. Thompson planted 80 acres of winter wheat in furrows 11 inches apart and about 5 inches deep. Advantages claimed for the new method are that when planted the grain is put down in moist ground, that it is protected from the cold winds of winter, that the furrows hold the snow, thus affording protection to the plants and that the danger of "land blows" is lessened.

NOTICE OF TAKING UP AND SALE OF HORSE

Notice is hereby given that I, the undersigned, under the laws of the state of Oregon, have taken up the animal hereinafter described, while running at large on my premises in Morrow county, Oregon, about 6 miles northeast of Lexington, Oregon, to-wit:

One sorrel mare about 10 years old, weight about 1300, branded TJ connected on right shoulder.

That I will on

WEDNESDAY, APRIL 16, 1924

at the hour of 10:00 o'clock A. M., unless the same shall have been redeemed, at my ranch 6 miles northeast of Lexington, Oregon, sell said animal for cash in hand to the highest bidder for the purpose of paying charges incident to taking up, holding and selling such animal, together with reasonable charge for injury caused by said animal running at large on said premises.

Dated and first published this 1st day of April, 1924.
 B. F. SWAGGART.

POLITICAL ANNOUNCEMENTS

FOR COUNTY JUDGE
 I hereby announce my candidacy for the nomination for County Judge of Morrow county, Oregon, on the Republican ticket, subject to the will of the Republican voters at the primary election to be held May 16, 1924.
 M. R. MORGAN.
 (Paid Advertisement)

FOR COUNTY JUDGE
 To the Voters of Morrow County: I hereby announce myself a candidate for the office of County Judge on the democratic ticket, at the primary nominating election, Friday, May 16, 1924.
 R. L. BENGE.
 45-3

FOR SHERIFF
 I hereby announce myself a candidate for the office of Sheriff, subject to the will of the Republican voters, at the Primary Election to be held in May, 1924.
 GEORGE McDUFFEE.
 (Paid Advertisement)

FOR COUNTY JUDGE
 To the Republicans of Morrow County: I hereby announce myself a candidate for the nomination at your hands for the office of County Judge at the primary election in May, 1924. My experience of many years as County Commissioner makes me conversant with the duties of the office I seek, and I shall greatly appreciate your support in the primary; and for all past favors, I thank you kindly.
 G. A. BLEAKMAN,
 Hardman.
 (Paid Advertisement)

FOR COUNTY CLERK
 To the Republican Voters of Morrow County: I hereby announce that I will be a candidate for the nomination for County Clerk at the Primary Election to be held May 16, 1924.
 GAY M. ANDERSON,
 (Incumbent)
 (Paid Advertisement)

FOR COUNTY COMMISSIONER
 I hereby announce my candidacy for the office of County Commissioner for Morrow county subject to the will of the Republican voters at the coming primary election to be held on the 16th day of May, 1924.
 46-3 L. J. DAVIDSON,
 (Paid Advertisement)

FOR COUNTY CLERK
 I hereby announce myself as a candidate for the nomination for County Clerk for Morrow county, Oregon, on the Democratic ticket, subject to the will of the Democratic voters at the primary election to be held May 16, 1924.
 46-3 W. A. RICHARDSON,
 (Paid Advertisement)

FOR COUNTY JUDGE
 To the Republican Voters of Morrow County: I hereby announce that I will be a candidate for the nomination for County Judge, at the primary election, to be held May 16th, 1924. During my term, my policy has been to obtain efficiency in public service, with economy and fairness. If nominated and elected, I pledge the same in the future.
 Wm. T. CAMPBELL,
 Incumbent.
 (Paid Advertisement)

Is Five Cents on the Dollar of Valuation Too Much to Earn?



If a business worth \$10.00 earned \$500 net income in a year (or \$41 a month), would it be considered an unreasonable profit and proof that its prices were too high?

The railroads are in that situation today.

The 1923 net return for the whole country was less than 5 per cent. As of December 31, 1919, the interstate Commerce Commission gave to the railroads a tentative valuation of \$18,900,000,000. With actual figures for 1920, 1921, 1922, and with 1923 conservatively estimated as \$1,100,000,000, there has been invested in the railroads since this tentative valuation a net amount of \$2,371,583,000, making the value as of December 31, 1923, \$21,271,583,000. On this amount the Railways in 1923 earned an aggregate net operating income of approximately \$997,616,000, or 4.69 per cent.

The Government guarantee of earnings expired August 31, 1920. If this guarantee had been continued—as repeatedly but erroneously claimed—the Government would owe the railroads more than a billion dollars.

Last year the roads handled a record volume of business but could not earn the fair return of 5% per cent to which the Interstate Commerce Commission, under the Transportation Act, has found they are entitled. If the roads cannot earn 5% per cent in a big year, what will they do in a small year?

The Transportation Act provides that if a road in any year earns more than 6 per cent it shall pay one-half of the excess to the Government. The Act is, therefore a limitation rather than a guarantee.

Give Transportation Act Fair Trial

The Transportation Act should be given a fair test and its merits judged by the results of a normal period of reasonable length. The year 1923 was the first since the war, under conditions approaching stabilization.

What the railroad situation demands just now is not more law but more confidence. The railroads have emerged from the welter of the war, restored their morale, made enormous investments of new money, and in 1923 handled a peak business with universal satisfaction.

The Transportation Act is the only really constructive railroad legislation of a generation. Previous acts were almost solely repressive. In framing the Act the public interest was paramount. The Act directs the Interstate Commerce Commission to "give due consideration to the transportation needs of the country and the necessity of enlarging railway facilities in order to provide the people of the United States with adequate transportation."

Give the Act a chance. Don't amend it. If the roads are let alone they should make as good a record for efficiency this year as last.

Constructive suggestions are always welcome.

C. R. GRAY,
 President.

Omaha, Nebraska
 February 1, 1924.
UNION PACIFIC SYSTEM

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Studebaker Automobiles
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MAURICE A. FRYE
 Everything Electrical Studebaker Sizes

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You can land the John Deere Steel Gang instantly; you can maintain full width cut on hillsides and around curves and corners, and you turn the corners without tipping. The landing lever is handy and control is easy. Furrow wheel is set well forward; the land wheel, well back—thus turning is made easy and the proper balance of the plow is maintained.

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Strongest plow of its type. Practically all steel. Beams are guaranteed not to bend or break. Heavy steel braces at front, middle and rear keep the plow rigidly in alignment.
 Great clearance—every one of our customers using this plow is especially pleased with its clearance advantages. Twenty-two inches under the beam; 24 inches between bottoms—no stubble is too heavy for the John Deere Steel Gang.
 Genuine John Deere steel or chilled bottoms, famous for good work and long wear. Quick detachable shares: Loosen one nut to remove share, tighten the same nut and share is on tight. Indestructible steel eveners.
 We can furnish this popular plow in two-bottom or three-bottom size. Seat and rear wheel furnished, if desired.

Be sure to come in and see the John Deere Steel Gang next time you are in town.

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