

PROFESSIONAL COLUMN

Dr. H. T. ALLISON
Physician & Surgeon
Office in Gunn Building.
HEPPNER, OREGON

Dr. N. E. WINNARD
Physician & Surgeon
Office in Fair Building
HEPPNER - OREGON

A. D. McMURDO, M. D.
Physician & Surgeon
Office in Patterson Drug Store
HEPPNER - OREGON

Dr. E. J. VAUGHN
DENTIST
Permanently located in the Odd Fellows building, Rooms 4 and 5.
HEPPNER, OREGON

DR. D. R. HAYLOR
EYE SPECIALIST
Heppner - Phone 58 - Ore.

WOODSON & SWEET
ATTORNEYS-AT-LAW
Office in Palace Hotel,
Heppner, Oregon

SAM E. VAN VACTOR
ATTORNEY-AT-LAW
Office on west end of May Street
HEPPNER, OREGON

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

F. H. ROBINSON
LAWYER
IONE - OREGON

CLYDE and DIK WELLS
SHAVING PARLORS
Three doors south of Postoffice.
Shaving 25c Haircutting 35c
Bathroom in connection.

PATTERSON & ELDER
2 Doors North Palace Hotel.
TONSorial ARTISTS
FINE BATHS SHAVING 25c

J. H. BODE
MERCHANT TAILOR
HEPPNER - OREGON

"Tailoring That Satisfies"
LOUIS PEARSON
MERCHANT TAILOR
HEPPNER - OREGON

ROY V. WHITEIS
Fire Insurance writer for best Old Line Companies.
HEPPNER - OREGON

W. L. SMITH ESTATE
ABSTRACT OFFICE
M. A. LOEHR, Abstractor
MONEY TO LOAN AT 8%
The tax registration bureau in connection with this office will be found most useful to taxpayers of Morrow county.
It gives prompt and full attention to all tax matters of its patrons and thus relieves them of all worry and trouble. Write for contract.

BRADFORD & SON
"The Village Painters"
Contracting Painting and Paper hanging, Phone 553. Office 1st Door West of Creamery

YOU can afford to protect your family, your creditors or your business when you can get Pure Life Insurance At Cost. All speculative features left out. It will save you money to investigate our proposition before insuring. GUARANTEE FUND LIFE ASSOCIATION of Omaha, Nebraska.
See BRIGGS & NOTSON, Agts. Heppner, Oregon.

Wanted—Position by man and wife on ranch for winter. Have two children. Inquire at this office.

NEW DANGER SIGNS WILL SERVE TO REDUCE ACCIDENTS AT ALL RAILROAD CROSSINGS



In 1915 there were 1086 deaths resulting from accidents at railroad crossings in this country. Most of them were caused by auto-train collisions. The railroads over the entire nation are striving to cut down this enormous death toll each year. With this in view, many of the roads are installing prominent warning signs at every crossing. In this respect, the Oregon-Washington Railroad & Navigation Company is taking a strong lead. All their lines are being supplied with cautionary highway signs.

The accompanying cut shows the type of new signs which this company is putting up. A large number of them have already been placed along the Heppner branch line.

After several months of study and experiment, the words, "Railroad Crossing Danger" were adopted. This notice displayed in bold black letters on a white circular target should prove a most effective warning to approaching vehicles both by day and night. The local branch has been fortunate in the small number of accidents, but the increasing number of cars and the consequent increase in travel over the roads will be added argument for a thorough application of the "Safety First" movement.

THE RAILROAD QUESTION

President Wilson in his message to Congress on December 7 of last year, suggested the wisdom of "taking a new assessment" of the railroads and their relations to the public. As a result, the Newlands' Committee, made up from members of both houses of Congress, was created.

Alfred P. Thom, who made the opening statement to the Newlands' Joint Committee on Interstate Commerce at the beginning of its sessions in prefacing an analysis of the conditions that are hampering railroad development admitted on behalf of the railroads that the principle of public regulation is recognized as a permanent of Government. He said that public regulation of railroads became a fact twenty-nine years ago and that the fight against the railroads since then has proceeded to a large degree along the lines of "a system of correction." In comparing the supervision of banks and railroads, he asserted that the Government's treatment of the banks was in the nature of a constructive program; that the supervision of railroads was "part of a destructive program."

For a dozen years "The Railroad Question" has been constantly before the American people. The difficulty has been that as soon as one phase of the problem began to be understood by the part of the people that might be described as "our thoughtful citizenship," some violent twist of conditions has completely changed the entire situation, and "the railroad question" suddenly presented itself into a new form. LaFollette and Cummins fought the old regime that manipulated the railroads. They early realized that constructive legislation to properly deal with the great "railroad question" should be enacted by the federal government; and both of them became ardent advocates of regulation by the national government, acknowledging the futility of forty-six or forty-eight states attempting to govern interstate commerce.

Congress has now assumed control of the railroad question and promises to rectify the indiscriminate legislation fostered at the instance of politicians who have ridden into public office through the prejudices they created against public service corporations. There has been a merry havoc of a time in railroad affairs, running over the course of a number of years. Reorganization plans, receiverships and bankruptcy have menaced the county's great transportation interests.

Congressman Adams, vice chairman of the Joint Committee of Congress, which is charged with investigating the entire railroad problem, has declared that the "railways must be protected." Mr. Adamson is author of the eight-hour law, and this piece of government policy may fall within the scope of the investigation. Senator Cummins, who is also on the Committee, is expectant of real results at last for the forms he has so long advocated. Congressman Esch, early identified with the Wisconsin movement, is a member of the committee. Senator Newlands, one of the earliest advocates of Federal incorporation of railroad companies, is chairman. Other members are Senators Underwood, of Alabama; Robinson of Arkansas; Brandegee, of Connecticut; and Representatives Sims, of Tennessee; Sullop, of Indiana; and Hamilton of Michigan.

Stripped of "whereases" and "resolves" the entire situation brings itself down to the point where the government is convinced that the railroads have suffered enough from haphazard legislation, and the opinion is general that the railroads at this time, are as a rule, efficiently and honestly managed. At any rate, they represent such an enormous property value, and are so vital to the industrial and social existence of the country, as to demand that the responsibility to the public—regardless of

capital invested in the properties, calls for a permanent "show down," and a business like adjustment of the relations between the people's government and the railroad interests. "Government ownership" is one of the angles to the problem that will be taken up.

Government control, of the most far-reaching kind, is certain to follow as a result of the investigation. Rates, securities, and possibly even the question of wages, and the hours of a day's labor, are among the matters sought to be regulated. However, there is no disposition to interfere with the valuation and taxation of physical property within the recognized powers of the states.

The present temper of Administration leaders and Congress, is to discountenance a continuance of the existing dual system of State and Federal railroad control and to remedy the evil by assuming full authority on behalf of the Federal Government.

As one of the results of the present inquiry it is probable that the Interstate Commerce Commission will be enlarged and its power extended to cover all carrier of interstate commerce. It is suggested that districts for the hearing of cases and the settling of disputes may be established, somewhat along the plan of the federal judicial system where district judges try local causes of action. If this plan prevails, the right of appeal to the Interstate Commerce Commission, as now established in the National Capital, will doubtless be provided for. It is also suggested that regional divisions of the Interstate Commerce Commission may be established, as has been done in the control of the banking system of the country.

Perhaps, after all, it is true that the United States is entering upon a new era in its industrial affairs. In any event, Congress and the Administration never undertook a bigger or more important task than that of "settling the railroad question" which is now seems to be attacking in earnest.

FOR SALE—Complete set of household furnishings. Inquire F. F. Fuchs.

Former Heppner Woman Dies At Roseburg.

Word was received by friends in this city of the death of Mrs. B. A. Hunsaker at Roseburg. Mrs. Hunsaker was a resident of Heppner several years ago, her husband being engaged in business here. They have been living in Roseburg for several years, Mr. Hunsaker being engaged in the confectionary business in the Rogue River town at the present time. Besides the husband, Mrs. Hunsaker is survived by two sons. She was 58 years old.

W. P. Mahoney and wife and son Kenneth of Bonners Ferry, Idaho returned to their Gem state home on Saturday after visiting two weeks at the home of Mr. and Mrs. T. J. Mahoney in this city.

Sam Hughes has been confined to his home for the past week, suffering from an attack of the grippe. He has been kept to his bed most of that time. His condition is improving and he will probably be able to get down to the store again in a few days.

Tracey Moore, in charge of the pole department of the Pacific States Telephone Company was in the city Monday on business. Mr. Moore has been inspecting some work recently done here by the employees of the company. While in the city he was a guest at the Vawter Crawford home. Mr. Moore having married Mr. Crawford's niece, Miss Leona Atherton.

Dan Hanshaw of Black Horse spent Monday in the city transacting business.

CONGRESS ASKED TO GIVE \$35,128,000

Pacific Coast Wants Good Share of Appropriation Now Up Before Congress.

Washington, Dec. 4.—Congress was asked today for \$32,128,000 for rivers and harbors improvement for the fiscal year ending June 30, 1918. Last year \$42,030,935 was appropriated for the work.

The biggest single item in the estimates, submitted through the treasury department is \$6,000,000 to continue Mississippi river improvements from the head of passes to the Ohio river and to provide for the Mississippi river commission.

The second largest item is \$5,000,000 for dams and locks on the Ohio river to give a depth of nine feet below Pittsburg.

Third item in point of amount is \$2,350,000 asked to maintain and improve the Mississippi river from the mouth of the Missouri to Minneapolis, Minn. Fourth in order of size is \$2,150,000 for improvement and maintenance of the southwest pass, on the Mississippi river in Louisiana. Next is a request for \$2,000,000 for improving the Delaware river.

Appropriations asked amounting to \$100,000 and over are for Pacific coast.

Columbia river in Oregon and Washington \$975,000; Humboldt harbor, California, \$371,000; Hilo, Hawaii, \$150,000.

Smaller items are: Los Angeles, Cal., \$25,000; San Diego, \$20,000; San Pablo Bay, California, \$68,000; Sacramento and Feather rivers in California, \$20,000; Coos Bay Harbor, Oregon, \$80,000; Willamette and Yamhill rivers, Oregon, \$36,000; Puget Sound, Washington, \$25,000; Cowlitz and Lewis rivers in Washington, \$24,000.

MARLATT RANCH SELLS FOR 13 THOUSAND

Wes Marlatt sold his combination stock and wheat ranch at the head of Black Horse Canyon last week to Roy and Bert Missildine. The consideration was \$13,000 cash. The ranch consists of 673 acres and owing to the fact that the farm land and pasture is in two separate parcels, is considered an excellent stock and wheat ranch combined.

Mr. Marlatt is a pioneer stockman of this county and the ranch which he sold was originally the homestead of his brother, the late Thos. Marlatt. The Missildine boys are sons of Amos Missildine of this city and they have been farming in the Black Horse section for a number of years and have met with success. They have already taken possession of their new property and Mr. Marlatt has moved to this city, where he expects to reside.

Much Fruit Still Remains In Valley.

Although some dozen of vacant business houses and the basements of stores have been filled with the overflow from the storage plants of local shipping agencies, the total capacity of which is around 600,000 boxes, scores of loaded apple wagons are continuing daily to bring in fruit from the valley. Sam E. Campbell, chief inspector for the Association stated Saturday that he thought there were at least 200,000 boxes of apples in inadequate warehouses and sheds remaining unprotected.

"If the weather remains moderate for another week," said Mr. Campbell, "I think we will be able to get all of this fruit under cover and will be well protected against the elements. We are using all means now to assist those growers whose apples have no protection, in getting their fruit in."

Shippers whose storage plants are located on the line of the Mount Hood Railroad Co., are making urgent appeals for cars. While this fruit is well protected, in case of heavy snows such as prevailed last winter, when the valley road was tied up for a month, it may be impossible to get the fruit to market in time to take advantage of the best markets.—Hood River Glacier.

LOST—One bay mare 4 years old and colt. Mare branded 7y on right side. Finder return to Frank Turner, Heppner.

W. A. French and Arthur Gay were in town Tuesday from the H. C. Gay ranch on Rhea creek. Mr. French expects to leave soon with his family for Ridgefield, Wash., to locate permanently. He owns a tract of land near that city.

Clyde Hale, who has had charge of the ladies furnishings department of Minor & Co. for the past year and a half, has resigned his position with that firm and will leave the first of the week with his family for California. Mr. Hale expects to locate in Siskiyou county.

Wm. Haylor, local jeweler, returned home from Portland Tuesday evening after spending several days in the metropolis buying a stock of goods for his store.

FARM FOR SALE

We are offering one of the best farms in Morrow County at a bargain. This farm contains 1400 acres: 55 acres in alfalfa, 45 acres more can be put in alfalfa by extending laterals from present ditches; 200 acres splendid wheat land now under cultivation, about 100 more could be farmed; good two-story seven-room house, barn and other outbuildings. Farm machinery consisting of 3 buck rakes and stacker, 3 mowing machines, 12-ft. hay rake, 2 good wagons, 1 header, harrows, plows, seed-drills, slips, fresnos and blacksmith shop. 24 head of horses—all young stock except three, 14 head of cattle—10 of which are two-year-old heifers imported from Tillamook, 1 Durham bull and 2 young calves, 100 Merino ewes, 4 full-blooded Duroc hogs, 7 pigs, chickens, bees, etc. 7 big stacks of straw.

We have a price on this property that is extremely low, in fact, a \$5,000 cash payment will swing this deal, the balance can be paid for in fifteen yearly payments at 6% interest; railroad station on this place. This is the best bargain we have ever had to offer.

SMEAD & CRAWFORD

COMFORT

WINTER DAY WARMTH IN YOUR HOME IS MADE POSSIBLE BY THE USE OF THE RIGHT KIND AND SIZE OF STOVE.

OUR HEATERS, burning both wood and coal, are the best to be found on the market. They don't stand in with the fuel man. They are FUEL SAVERS

"We Have It, Will Get It, Or It Is Not Made In Hardware."

Gilliam & Bisbee
Pioneer Hardware Merchants.

See **A. R. REID**

for your

Rough and Dressed Lumber, Wood and Posts

At the Mill or delivered