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The Auto Repair Shop wishes to announce that our work on big cars will be **ONE DOLLAR** per hour instead of \$1.50 per hour, as you formerly paid for your car repairing.

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 One Block East of Hotel

You'd Be Surprised

If you would start the New Year by depositing a small portion of your money each week or month in our savings department, you'd be surprised at the end of 1922 to find how much you have saved and how little an effort it is to do it.

TRY IT

We pay 4 per cent on Savings Accounts.

FARMERS & STOCKGROWERS NATIONAL BANK
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Many women are now holding offices in the government at Washington from chiefs of bureaus down to typists. Above are some of the leaders: (1) Miss Grace Abbott, Chief of Children's Bureau, (2) Miss Mary Anderson, Chief of Women's Bureau, Labor Department, (3) Mrs. Mabel Willebrandt, assistant attorney general, (4) Mrs. Helen Gardner, Bureau Chief, Civil Service Commission; (5) Dr. Valeneta Parker, Secretary Social Hygiene Board.

Community Service

RAIL FUTURE IN LIGHT OF PUBLIC OPINION IS TOLD

I. C. Railroad Head Holds Optimistic Viewpoint for Betterment.

Country Starts to Realize Value of Railways to New Civilization.

By C. H. MARKHAM

EDITOR'S NOTE.—C. H. Markham is president of one of the greatest railroad systems in the world. He speaks with a voice of absolute authority and knowledge. His opinions are accepted and hailed by railroad executives throughout the United States and because of his close touch to the executives of other railroads what he says may well be considered a voicing of the sentiment of the American railroads as entertained by their governing heads.

For twenty years the American public has withheld sympathy for the problems of the railroad, problems that were vital to the welfare of the public.

For twenty years the American railroad has proven too often to be the football of peanut politics, the

horrible example for the pointing finger of demagogues and the sounding board for the more or less silver tongues of spellbinders.

Constructive legislation has been hindered rather than helped by this attitude for in their desire to please a suspicious public even fair minded legislators have leaned so far toward repressive legislation that the constructive sort has been lost and entangled in the maze of restrictive red tape of the former.

A better service to the nation at large, a wider scope of production to the city and a lessening of cost to the farm producer who must move his product would have resulted long ago if the railroads, often as unseeing as the public that frowned upon them had been met half way in friendly spirit and problems that were real and tangible been thrashed out together rather than attacked from varying angles that neither solved the problem or tended toward the creation of mutual benefit.

BOTH SIDES BLAMED.

In thus placing blame upon the public, I do not wish to give the impression that I believe railway men always have followed the blameless course; in fact, I hold them jointly responsible for the mistakes of this dark period. I believe they erred in not pursuing at all times a policy of taking the public into their complete confidence and telling the public frankly what their problems were and what was being done, or should be done, to solve them. Railway men have largely pursued a policy of reticence where their own actions were involved, seemingly proceeding upon the theory that the public did not need their counsels. Recent railway history has proved that their attitude



Now, you thought a heavy bomb dropped from an airplane fell like a plummet, didn't you? This picture-diagram, made by the "Scientific American" and which we print by special arrangement simultaneously with that journal shows that a released bomb travels with the swift airplane for a while and then slowly turns to earth as the horizontal momentum fades.

HOME SWEET HOME
 by F. Parks

LISTEN BETTY—I DON'T WANT THAT YOUNG MAN TO STAY SO LATE AGAIN

YES EDDIE, YOU CAN COME DOWN BUT YOU CAN'T STAY SO LATE

FATHER SAYS THE LIGHTS MUST GO OUT AT TEN O'CLOCK!

AWRIGHT—I'LL BE DOWN A QUARTER AFTER!!

was wrong.

But, regardless of where the blame is to be placed, the fact remains that the impression gained popularity that the railroads needed no protection. That, in fact, they were entitled to no protection, and that the public welfare could best be served by attacking railway management, embarrassing it and putting every hindrance in its way. Every action undertaken by the railroads looking toward an improvement in their capacity for rendering service was viciously attacked; every application for rates which would provide revenues sufficient for operating expenses, fixed charges and a return which would be attractive to the capital needed for financing extensions, improvements and betterments was bitterly fought; hampering legislation and restrictions were adopted, increasing the cost of rendering transportation without increasing the capacity for it. Baiting the railroads became popular political sport. The public grew to look upon the critics of the railroads as being always worthy of belief, and the defenders of the railroads as being always in the wrong.

ROADS IN FUTURE.

My optimism for the future of the railway situation is based upon a belief that this deleterious period is passing. One finds it still cropping out in some quarters, but it is on the wane. We as a people seem to have learned the lesson the last few years have taught us; namely, that the future of our country is tied up with the well-being of transportation, and that the two must develop together.

But, even though I entertain an optimistic belief in the future of America's second largest industry—second only to agriculture—I believe there still remains a great and pressing need for further public education on railway questions. The public must be constantly reminded of what it has at stake in a solution of railway problems. Our efforts must not lag.

One of the most important steps, I believe, in creating a wholesome public sentiment which will assure progress in transportation is inspiring public confidence in the men who

stand at the head of America's great transportation systems. I have been in railway work a great many years and I know the calibre of the men who hold positions of trust in the railway industry. I know them to be honest, conscientious men, trained in their calling, and I know their ambition is that American railroads shall maintain their high rank among the transportation agencies of the world. I believe them worthy of the public trust.

AT PUBLIC'S MERCY.

The growth of public regulation has placed the railroads literally at the mercy of the public. The railroads are controlled through governmental agencies in the service they shall give, the rates they shall charge, the wages they shall pay and the conditions under which their employees shall work; while to management is given the power of directing operations within these limitations. But I hold for management a greater task, that of impressing upon public opinion the need of constructive policies, and of outlining what those policies should be. Railway management is the trustee of vast properties valued at nearly \$19,000,000,000, and it would be derelict to duty if it did not exert its utmost toward con-



struction as against destruction, toward progress as against retrogression. When we are ill we call upon men trained in the diagnosis and treatment of human ailments to effect a cure; when questions of jurisprudence arise we consult the best legal minds at our disposal to guide our actions; in railway matters men trained in that science should be our advisers. In the consideration of every public question there always is proposed a plethora of untried remedies, fake cures, quick panaceas; these have exercised in the past too great an influence upon public thought in railway matters.

The first principle of railway progress is the necessity of placing at the disposal of the railroads a net income which will be sufficient to pay obligations and attract the savings of investors in order that extensions, improvements and betterments may be carried out. The only source of this revenue is in the rates charged for transportation service. "What the traffic can bear" is the misnomer. The movement of traffic can be more seriously hampered by physical inability to handle it than by rates which seem high as compared with those of another period. Rates, of course, should be so distributed as to allow an easy flow of products from producer to consumer, but the importance of protecting the railroads against rates which will impair service is too easily lost sight of in our desire to protect other industry from rates which might upset the scale of price adjustments.

OPPRESSIVE REGULATIONS

Another important element in assuring railway progress is the need for curtailing oppressive regulations which increase the cost of producing transportation without increasing the capacity for producing transportation. In one of the states in which the Illinois Central operates bills were introduced and passed for passage in the recent session of the legislature which, if they had been passed and approved, would have increased the expenditures of the railroads of that state more than \$100,000,000 annually without in any way increasing their efficiency. Practically the same situation has existed in the regular sessions of every state legislature of the forty-eight states for years past. Fortunately for the railroads and for the public, which must underwrite the railroads' bills, the measures to which I have referred failed, but that has not been the history of such legislation. Too often the ill-advised burden has been placed. The cumulative effect of this shortsightedness has been to place the railroads under great handicaps and to increase unnecessarily the cost of transportation.

The hope of the railroads lies in the establishment and maintenance of a wholesome public sentiment toward them. The public should bear in mind that whatever hurts the railroads hurts the public. Anything that affects railway service and rates detrimentally is opposed to the public welfare, for anything that increases the cost of transportation without a comparable betterment of service has a bearing upon rates. The welfare of the railroads and the public welfare are so interwoven that it is impossible to separate them. That the public has not been inclined to accept this viewpoint is unfortunate; I have to stay with my car."

Poem by Uncle John

INFLUENZA.

If you should take the influenza, in spite of all precautions wise, don't lose your head in useless frenzy, nor fill the air with dismal cries. . . . Don't rant an' rave in wild distraction, an' wring yer hands an' tear yer hair.—Of course it's time fer instant action, but not the time fer fool despair. . . . The influenza can be throttled, which should be did the quickest way; don't cram yer hide with dope that's bottled, or stuff that "cures you in a day." But, seek yer couch with heavy kiver, an' wrap yerself from top to toe; a red-hot stove-lid on yer liver will sweat you in a day or so. . . . Or, soak yer feet in bilin' water, an' drink a quart of pepper tea, so hot you couldn't stand it hotter—there's everything in sweatin' free. . . . But, if, in spite of my instructions, you keep on gettin' wuss an' wuss, we can't escape the sound deduction, that death must come to all of us!

From Uncle John



President De Valera reviews the Irish Army at Six-Mile-Bridge, County Clare.

that the public is now more favorably minded toward the railroads augurs well.

On the Illinois Central System we are exerting our best efforts to acquaint our patrons with railway problems and the best methods of their solution, and are asking their constructive criticism and suggestions. We are being rewarded by the co-operation of the public served by our line in a degree hitherto unknown.

We have passed through trying times and our lesson in railway economies has been a hard one. If we have profited by it, it is well. I believe we have.

SMILE AWHILE

SURE THING, NOW.

Some years ago an engineering company, laying a railroad in the wilds, had occasion to employ a number of foreigners on grade route. In some cases, these men through their own ability or through the scarcity of more competent workers, became sub-foremen, who were instructed to take charge of their particular part of the job in case of the death or illness of their immediate superiors. It was from one of these that the company received the following telegram:

"Boss dead. What to do?"

"If you are sure he is dead, bury him. Will send another boss," wired back the company. The next day they received a second telegram from the obliging alien:

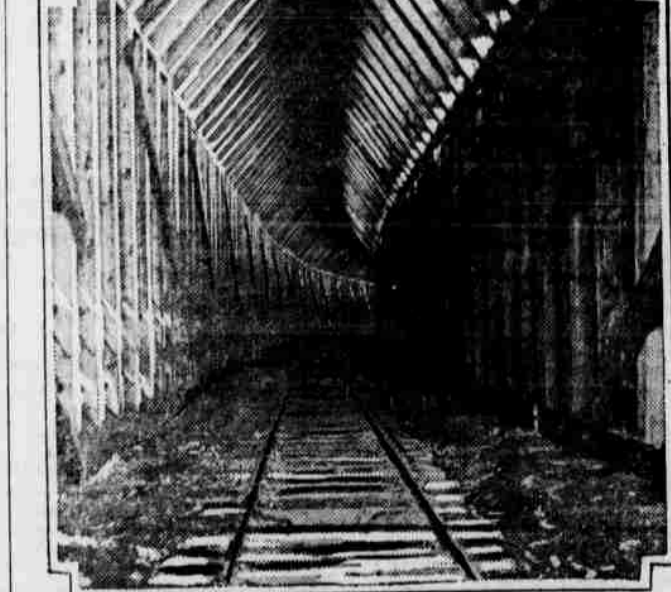
"All right, buried him. Made sure he was quite dead. Hit him on head with shovel."

With but three minutes to catch his train, the traveling salesman inquired of the street car conductor, as he was passing down the aisle:

"Can't you go faster than this?"

"Yes," said the money taker, "but I have to stay with my car."

UNCLE SAM'S RAILROAD NEARLY DONE



Uncle Sam's own railroad, 471 miles in length, which he has been building in Alaska for about eight years, is nearly completed. It is a monumental work, with numbers of great bridges over torrents, long tunnels, deep "fills" and many snowsheds. Above is a photograph of the interior of one long snowshed. The picture is one of a large number just obtained from Alaska by the "Scientific American" and is printed herewith simultaneously with that journal, by special arrangement.