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PHYSICIAN & SURGEON
Office In Masonic Building
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C. C. CHICK, M. D.
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LEGAL NOTICES

NOTICE OF FINAL SETTLEMENT.

Notice is hereby given that the undersigned has filed her final account as administratrix of the estate of William L. Barlow, deceased, in the County Court of the State of Oregon for Morrow County, and said Court has appointed Tuesday, the 5th day of September, 1922, at the hour of 10 o'clock in the forenoon of said day, as the time, and the County Court room in the Court House at Heppner, Oregon, as the place, of hearing and settlement of said final account. Objections to said final account must be filed on or before said date.

MARY S. BARLOW, Administratrix.
Date of first publication July 20, 1922.

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MORROW COUNTY.

Terry Wendt, Plaintiff,)
vs.)SUMMONS.
Otto W. Wendt, Defendant.)

IN THE NAME OF THE STATE OF OREGON: You are hereby summoned and required to appear and answer the complaint of the plaintiff in the above entitled suit, now on file with the clerk of the above entitled court, and you are further hereby notified that, if you fail to so appear and answer said complaint on or before the 12th day of September, A. D., 1922, the plaintiff will apply to the said court for the relief demanded in the complaint, namely: that the bonds of matrimony now existing between the plaintiff and the defendant be forever dissolved and held for naught, and that plaintiff be granted an absolute divorce from said defendant, and the plaintiff will take judgment against you therefor, and for such other and further relief as to hte court may seem equitable.

That this summons is published in the Gazette-Times for six successive and consecutive weeks, being in seven successive and consecutive weekly publications thereof, commencing with the issue of July 20th, 1922, and ending with the issue of August 31st, 1922, pursuant to the direction of an order made on the 8th day of July, A. D., 1922, by the Honorable D. R. Parker, Judge of the above entitled court.

F. A. McMENAMIN,
Attorney for Plaintiff.
Post office address:
Heppner, Oregon.
Date of first publication July 20, 1922.
Date of last publication Aug. 31, 1922.

NOTICE FOR PUBLICATION.
Department of the Interior.

U. S. LAND OFFICE at La Grande, Oregon, July 22, 1922.

NOTICE is hereby given that John Brosnan, of Lena, Oregon, who, on March 8, 1920, made Additional Homestead Entry, No. 018600, for S½ SE¼, Section 19, N½NW¼, N½NE¼, Scetion 20, Townshpi 2 South, Range 29 East, W. M., SW¼NE¼, SE¼NW¼, Section 8, Township 1 South, Range 28 East, Willamette Meridian, has filed notice of intention to make Final three-year Proof, to establish claim to the land above described, before Clerk of Circuit Court, at Heppner, Oregon, on the 15th day of September, 1922.

Claimant names as witnesses:
John Keegan, of Lena, Oregon.
Phil Higgins, of Lena, Oregon.
Jos. M. Hayes, of Heppner, Oregon.
J. D. French, of Gurdane, Oregon.
CARL G. HELM, Register.

NOTICE FOR PUBLICATION.
Department of the Interior.

U. S. LAND OFFICE at La Grande, Oregon, July 22, 1922.

NOTICE is hereby given that John Keegan, of Lena, Oregon, who, on March 12, 1920, made Additional Homestead Entry, No. 018220, for NE¼SE¼, Section 1, Township 2 South, Range 28 East, W. M., and NE¼, NE¼NW¼, N½SE¼, Section 8, Township 1 South, Range 29 East, Willamette Meridian, has filed notice of intention to make Final three-year Proof to establish claim to the land above described, before Clerk of Circuit Court, at Heppner, Oregon, on the 15th day of September, 1922.

Claimant names as witnesses:
John Brosnan, of Lena, Oregon.
Phil Higgins, of Lena, Oregon.
Michael Maguire, of Lena, Oregon.
Francis McCabe, of Lena, Oregon.
CARL G. HELM, Register.

NOTICE FOR PUBLICATION.
Department of the Interior.

U. S. LAND OFFICE at La Grande, Oregon, July 22, 1922.

NOTICE is hereby given that Phil Higgins, of Lena, Oregon, who on September 14, 1921, made Additional Homestead Entry, No. 018715, for SW¼NW¼, NW¼SW¼, Section 28, Township 1 South, Range 29 East, W. M., SW¼, W½ SE¼, Section 8, Township 1 South, Range 28 East, Willamette Meridian, has filed notice of intention to make Final three-year Proof, to establish claim to the land above described, before Clerk of Cricuit Court, at Heppner, Oregon, on the 15th day of September, 1922.

Claimant names as witnesses:
John Brosnan, of Lena, Oregon.
John Keegan, of Lena, Oregon.
Michael Maguire, of Lena, Oregon.
Arthur P. Hughes, of Lena, Oregon.
CARL G. HELM, Register.

DO ROADS DESERVE SUPPORT OF PUBLIC

President Rea of Pennsylvania System Thinks They Do and Tells Why.

WERE PIONEERS IN DEVELOPMENT

Railroads Made This Country What It Is Today Says Rail Chief.

By SAMUEL REA

Editor's Note.—One of the world's greatest systems of railroads is the Pennsylvania Lines. Its president, Samuel Rea, is a national figure. His activities go outside his own road and his interest in the general development of railroad perfection is wide. He is in close touch to every new invention, method or law that touches railroading and in addition is a student of economics as they are affected by railroads second to none in this or any country.

The future of our railroads is in the hands of the people. Public opinion will determine whether under the Transportation Act of 1920, they are to have a new era of life and progress with the spur of private initiative and healthy rivalry, or whether they shall be allowed to lapse into government ownership, with support in part by taxation. Experience in other countries leaves no doubt that the second alternative would mean bureaucratic direction, management for political ends instead of service, and oppressive increases in our tax burdens.

There is no question that the vast majority of our people want to avoid that outcome. They desire private ownership and management to be retained. They do not wish public regulation to be sacrificed, and there is no reason why it should be. They do desire, however, that regulation be brought into harmony with business principles in order that personal enterprise in the management of our railroads may survive, as the energizing spirit of transportation progress.

The problem is to make these wishes and desires effectively felt. It is true that public opinion rules in this country but no inert public opinion. The only public opinion which counts, in shaping our political affairs, is that which demands recognition and vigilantly insists upon respect. A majority slow to assert itself is a constant invitation to minority rule.

There are forces at work in this country striving to bring about a breakdown of our present systetm of ownership and regulation of railroads. Their purpose is to create a situation from which there shall be no way out but for the government to take over the railroads as a means of preventing a complete collapse of service.

Sinister Forces.

That these forces are vastly in the minority, I believe must be known to any fair minded man. That they are working for selfish ends is equally clear. They consist chiefly, on the one hand, of those elements of our population which misunderstand the privileges and duties of organized labor, on the other, of aspirants for political power who are willing to sacrifice our free institutions for their own ends. Both close their eyes to the fact that the history of government ownership elsewhere is a record of hopes unrealized and promises unfulfilled.

The first outstanding fact is that our railroads, built, owned, and operated by our citizens, have been the pioneers in the country's development. They and they alone made possible the creation within less than three generations, of the great and populous inland empire of culture and advancement West of the Alleghanies. Before the advent of railroads, American civilization and settlement were chiefly confined to seacoast fringes, as is largely the case today in Australia where politics and labor troubles have prevented the construction of adequate continental lines, a situation which, in combination with unfavorable features of soil and climate, has retarded the growth of population.

If railroad building in this country had merely followed the advance of settlement, our national progress would have been very slow. But the spirit of the pioneer and adventurer prevailed, and most of our great systems were pushed far ahead of the country's actual needs. This made possible a rapidity and permanence in the settlement and development of the United States which has no parallel in history.

Dependent on Roads.

The United States is more dependent upon railroad transportation for its existence than is any other country in the world. This is a truth whose importance is not as generally grasped as it should be, but a moment's consideration will make the situation clear.

The United States was fashioned—in what, from historians' viewpoint, is a very brief period of time—out of absolutely raw material. We have created a civilization in the interior of this continent which in some ways is even more complex than that of Europe, and we have done it almost entirely on the basis of railroad transportation as the means of holding it together.

Today with only 6 per cent of the world's population and 5 per cent of its land area, the United States has 250,000 miles of railroad line, or between 35 per cent and 40 per cent of the world's working mileage. That abundantly illustrates the relatively great importance to us of rail transportation and our dependence upon it as the mechanical agency by which the unity of our national life is preserved, and swift and easy communication provided over our vast areas of mountain, valley, prairie and desert.

American railroads have led the world in the mechanical and technical advancement of transportation. The air brake, modern automatic signal systems, automatic couplings, steel cars, vestibule trains, dining-cars and sleeping-cars may be mentioned among the notable improvements brought to perfection by American inventive genius.

Together with the present day powerful engine, we have developed the heavy capacity freight car, carrying 50 to 100 tons or more. The combination of the two has made possible the long, heavily loaded American freight train, traveling great distances and producing the most efficient large-scale transportation service ever known.

Tracks and Bridges.

To accomodate such trains, we have re-built our tracks and bridges to sustain a greater traffic burden than is carried by the railroads of any other country. In short, here in the United States we have transformed railroad transportation from a small-scale, localized service into a service of national and continental scope, playing an indispensable part in practically every activity of our people.

In the manufacturing industries its counterpart is found in what we call "mass production." Mass production is the distinguishing feature of American industry, and may justly be regarded as the most important source of our national wealth, because other nations have rivaled us, or are capable of rivaling us, in agricultural output. But, in the efficient production of manufactured articles in great quantities, we stand alone.

Now it is worth noting that before we could have mass production in industry we had to have the equivalent of mass production in transportation service. This is true because the basis of large scale industry is the assembling at one point of immense quantities of raw materials from widely scattered sources, followed by equally continuous and prompt distribution of the products.

It therefore follows that we had to have the railroad capacity ready before our great mills and factories could operate, and in past years this was invariably the rule. It also necessarily follows that if for any reason railroad progress in this country should be permanently checked, the progress of our industry will be checked also, because the rate of production possible to our industries is limited to the capacity of the railroads which serve them. Moreover, our railroads have become one of the greatest employers of labor and one of the chief purchasers of the products of industry.

Editors Choose Hood River.

Hood River with a free trip to Mt. Hood will be the editorial Mecca next year, as that attraction has been selected by the Oregon Editorial association. This is one of the closely organized agricultural districts of Oregon with numerous community centers lying near the county seat. This makes ideal conditions for a good rural news service, both papers, Hood River Glacier and Hood River News, having featured largely in the community news contest by winning a place in every entry made. Seeing the newspapers will be almost as big a treat as seeing the big orchards and the big mountain.

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BUSINESS SITUATION REVIEWED BY BANKER

(By ROBERT E. SMITH, President Lumbermens Trust Company Bank, Portland, Ore.)

Easy money continues to be the outstanding feature in the business situation. This is best indicated by the trend of Liberty Bonds which has been upward with respect to all issues. The attitude of one of the leading financial journals of the United States remarks: "Small investors who bought them as a matter of patriotism and carried them through the depression are now justified in exchanging them for other good securities that will pay more." Call money has been loaned in New York within the past week as low as 2½ and 2¾ per cent, making it possible in the present low market to carry stocks profitably on borrowed money. The result has been an increase in volume of stock exchange transactions, with a still greater increasing volume expected during the month of August as funds accumulate in New York to be used in September and October to finance crop movements.

Another factor which has made money cheaper is the receipt from England of large quantities of gold, which it is said is being accumulated in New York for payment October 1st of interest on the British government's debt of something over $4,300,000, to the United States government. As the result of these shipments the weekly statement of the Federal Reserve bank shows a gain of $15,000,000 in gold holdings, and a reserve ratio of 77.3 per cent. One-half per cent above that of the previous week. In view of this accumulation of gold, a reduction of the Federal Reserve new discount rate to 3½ per cent is expected by financial observers.

The Strike Situation.

The strikes of the coal miners and railway shop men seem to be about the only clouds on the horizon of a generally brightening internal business situation in the United States. Coal reserves on hand are being depleted and the production is lessening from week to week, while the shop men's strike is interfering somewhat with the distribution of coal and is having some effect on the maintenance of railway transportation generally. President Harding's address to the governors of the various coal states, calling on them to give protection to the miners who wish to work and pledging federal assistance if necessary, met with a moderately good response; however, it is by no means certain, as yet, that a coal famine will be averted this winter unless stronger measures are taken. The Interstate Commerce Commission has also aided the situation by ordering that in the movement of coal preference be given to essential industries.

In the case of the railroads there have been some additions to the ranks of the strikers, and these in addition to other features are justly causing much anxiety to both railroad men and shippers. It is feared that there will be a serious blockade of freight later on in the year. Complaints of a shortage of cars come from many parts in the West, especially with respect to the movement of grain.

This strike is more serious than it appeared a week ago. In the meantime, however, the roads are advertising vigorously for men to take the place of the strikers, and public sentiment, which in the last analysis is the determining feature in any controversy between capital and labor, seems to be in their favor.

It is also worthy of note in considering the coal strike that recent press dispatches indicate large purchases of English coal for export to the United States. A tendency to increase water rates for carrying this coal has been counteracted by the large numbers of Shipping Board vessels available for the purpose.

Conditions in Industries.

A revival of the market for Pacific Northwest lumber is indicated by water shipment figures, for the first quarter of 1922, which are now available. Comparing with the corresponding period of 1921 the following increases are shown: to California, 92 per cent; Atlantic coast points, 118 per cent; to Japan, 131 per cent; the total water shipments for the quarter were slightly in excess of seven hundred sixty-three millions of feet. Copper is in a strong condition with the quotations at 13 7-8 to 14 cents a pound. The amount of the metal in the hands of the Copper Export association is one hundred seventy million pounds as against four hundred million pounds when the $40,000,000 notes were issued by that organization. The July shipments were over one hundred and seventy million pounds, the largest for any month in the history of the trade, comparing with one hundred and fifty million pounds in May. England, France and Germany are said to be in the market for this metal.

The recent cuts of from twenty-five to fifty cents per barrel in the price of crude oil, with a reduction of two cents per gallon in the price of gasoline, are of interest as showing the natural effects of the great accumulation of oil. The last report, that of May 30th, showed a supply of crude oil on hand in the United States, of two hundred and forty-five million barrels. Production has lately been running at a million and one-half barrels per day as compared with one million two hundred and eighty-six thousand barrels per day during 121, and it is generally understood that many wells are capped and that any increase in demand could be instantly met. The demand for gasoline, however, continues enormous, the refining figures for May showing an increase of 15 per cent over the correspondnig month of last year.

Wheat prospects for the year show a total estimated crop of eight hundred and seventeen million bushels, an increase of twenty-two millons over the 1921 crop.

Building statistics from one hundred and forty-one cities for June show a gain of 5½ per cent in volume of permits over May, and of 7 per cent over June, 1921.

Foreign trade figures for the fiscal year ending in June are in the ratio of six to ten as compared with those for the previous fiscal year. This is largely a matter of prices rather than quantities, however. For the twelve months ending June, 1922, our exports were valued at $3,770,220,971 and for the year ending June, 1921, they were $6,516,510,033, while imports for the same periods were respectively, $2,607,618,110 and $3,654,459,346.

The Foreign Situation.

The international situation is improved by a disposition among the Allies to relax the claims on Germany, although France is still a recalcitrant. Germany has recently made a payment of fifty million gold marks to her reparation account. Another payment is due August 15th, but a moratorium of three to six months is talked of, the French consenting. The danger of a return of the royalists, the power in Germany, is abating, the present government having shown itself strong enough to deal with the matter. France has proposed to Great Britain a cancellation of part of her debt to that country in return for a corresponding reduction in Germany's reparation payments and Premier Lloyd George, of Great Britain, has proposed a cancellation of part of the debts owed to England by her former Allies, his object, of course, being to stimulate their production and buying power, thus opening a market for British goods. Foreign trade is Great Britain's life-blood, and the desperate efforts being made by her statesmen to bring about better conditions in Europe are due, to a great extent, to the necessity of providing an outlet for her products. The action of France referred to above, and Lloyd George's proposal has again brought to the front the whole question of debt cancellation which includes in its scope the huge amounts owed to the United States by Great Britain, France, Italy and her former Allies in the World War. A financial commission from France is now in the United States and one from England is expected shortly. These will confer with an American commission at Washington on the question of the debts of their respective countries. It will occasion no surprise if the United States should decide to forgive its debtors in proportion as they forgive theirs.

Items of Interest.

A recent compilation has been made showing the extent to which the movement towards customer ownership of public utilities has advanced in this country. This shows that last year eighty-four public service companies sold five hundred and seventy thousand shares of stock to their customers, as compared with 89,635 shares similarly sold in 1919; 45,094 in 1915; 25,032 in 1916; 79,629 in 1917; 28,242 in 1918; 114,579 in 1919; and 345,503 in 1920.

The sales by large mail order houses are good indications of the relative prosperity in the rural sections. Montgomery Ward & Company's sales for the first six months of 1922 were $41,800,471 against $73,170,390 for the first half of 1921, or 12.41 per cent.

Loans of the War Finance corporation up to July 11th last, from the time it resumed operations in January, 1921, were $363,000,000, of which $310,000,000 went to finance agricultural and live stock interests, and $53,000,000 to aid exporters.

The Bond Market.

Good domestic bonds are still readily salable and new offerings are quickly absorbed. The state of Oregon sold a million dollar issue of 14¾ years, average maturity, 4½ per cent road bonds this week at 101.29, a basis of approximately 4 3-8 per cent, while two blocks of counties—Clackamas and Douglas—offered at the same time were sold on slightly better than a 5 per cent basis. Local houses are finding a strong demand for well secured first mortgage issues yielding around 7 per cent. The market for bonds of the smaller Oregon towns is indicated by the ready absorption by investors of an issue of ten—thirty year optional Coquille water bonds offered on a five, ten basis.

There is still talk of a large loan to Germany to be forthcoming in the fall, encouragement being given by the easy situation. A ten million dollar loan to Cuba is under consideration, and the Republic of Salvadora is seeking to borrow $18,500,000. Some important public and private issues in Canada are also being planned.

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FALL TERM OPENS SEPTEMBER 18

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