

Local Happenings

C. H. Erwin of Ione was here Wednesday night, bringing his father, D. H. Erwin, over to take the night train here for the latter's home at Prescott, Wash. The Erwins have been farming together in the Ione country and have 1200 acres of wheat in one field which they were harvesting when the elder man was taken ill and decided to go home.—Arlington Bulletin.

J. B. Huddleston, prominent sheep raiser of Lone Rock and former O.-W. R. & N. agent here for many years, was spreading the "grip" among his numerous friends in this city Saturday. J. B. is quite elated over prospects in general in his country and says grain and hay crops there are record breakers.

In mentioning the Earl Eskelson fire last issue, we had it that the horses were burned on his place. As a matter of fact, the fire occurred at the Fred Lucas place where Mr. Eskelson is running his combine. Two of the animals burned at the feed rack were so badly injured that they had to be killed.

Fred Raymond, who farms the place formerly owned by Lee Padberg on Rhea creek, was up to Heppner Saturday. Thrashing is progressing on his farm and he is pleased to report the grain turning out much better than he had anticipated. This is the case with the most of his neighbors.

F. E. Mason was in the city Friday from his farm out from Lexington. Mr. Mason will have a fine crop of wheat this season, and will dispose of the most of it as certified seed. He has been following this system quite successfully for a number of seasons.

FOR SALE—8 head common stock milk cows; 16 shoats, Durocs eligible to registry; 1 Jersey bull calf, subject to registry, closely related to the bulls Hoiger and Rhinda Lad. R. B. WILCOX, Lexington, or call the "Silos" ranch, half way between Lexington and Ione.

A big wind over this part of the country on Monday laid off all the harvest crews. They were on the job again Tuesday, however, and the weather conditions since have been a little more pleasant, the nights being cool and delightful for sleep.

E. J. Merrill was down from his ranch near Hardman on Friday. He reports an abundance of grasshopper in that vicinity but as yet the damage done by them seems slight. They may take a notion to migrate before they do much harm.

C. M. Sims and family departed Wednesday after spending two weeks visiting relatives and friends here. They are leaving their old home at Salem to go to Medford where Mr. Sims has accepted a position with a banking firm.

W. O. Allison is spending a week visiting friends and relatives in Heppner from his home at Ukiah. Mr. Allison is well pleased with crop yields out his way, but cannot help but lament over the disastrous market condition.

Nels Justus, who was in the city on Saturday, reports that the grasshoppers are very numerous out at his ranch, but apparently are doing little damage. Similar reports are coming in from various points in the county.

Ether Neal, daughter of Mrs. Jeff Neal of this city, departed Friday for Casper, Wyo., where she will accept a position in a music store. She held a similar place with the Harwood Jewelry store in this city.

Mrs. J. V. Crawford of Heppner is a guest at the home of her son, O. G. Crawford. The Herald family drove to La Grande Saturday afternoon to meet Mrs. Crawford and all returned Sunday.—Joseph Herald.

C. L. Sweek and wife motored to The Dalles Sunday.

Punchettes



Rev. M. A. Matthews, D.D.L.D.

KILLING PROGRESS.

WE HAVE been listening to the slogan "Build your home. America must have five million new homes." After listening to that slogan the people began a great program of construction, and it would have continued had not materials been raised to almost prohibitive prices; and labor demanded a wage increase and a decrease of working time. It is now absolutely certain that the building boom will cease unless these two great factions against prosperity and progress can be made to see the light.

The farmers' building plans have been ground to powder. He has to give 702 eggs in order to secure a plasterer for one day of eight hours' labor. He has to give 23 chickens weighing three pounds each to pay a painter for one day's work. He has

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to give 17 1/2 bushels of corn, or a year's receipts from one-half acre, to pay a bricklayer for one day's work. He has to furnish 42 pounds of butter, or the output of 14 cows' feed and milk for 24 hours, in order to pay the plumber \$14.00 a day.

The farmer has to give a hog weighing 175 pounds and representing eight months' feeding and care in order to pay a carpenter for one day's work. How can one expect progress and prosperity when the dealers in building materials on the one side and the labor on the other side exploit from the would-be builder the last cent that he can beg and borrow? It is an unjust, unequal and infamous condition that exists in this country at the present time.

We need five million homes, and there ought to be in the cities of this land millions of dollars worth of office and other kinds of buildings erected, but they cannot be built while there are those who are taking the last pound of flesh from the would-be builder.

"LOUIE" DOING BUSINESS ALONE.

"Louie the hide buyer," L. Swardlik, expresses a supreme confidence in the future of the business of the American Hide and Junk company in this territory by buying out the interest of his partner, N. Weinstein. "Louie" says he is going it alone, and wishes to notify the public that he will be responsible for all debts that have been contracted by the firm. He also wishes to thank all his friends for their valued business in the past and assures them the same fair treatment and pleasant business relationship in the future. A note addressed to Box 311, Heppner, will bring a prompt response, he says.

For Sale—Two-man Deering combine, without engine. Machine in good shape. Price very reasonable. Easy Terms. E. M. HULDEN, Blalock, Oregon.

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Railroad Earnings Are Not Guaranteed



A common impression exists that railroad earnings are in some way guaranteed by the Government. This is not a fact. The railroads were paid for the Federal Control period a fixed rental and were given an option for continuance of this basis for six months thereafter. This arrangement expired August 31, 1920, since which time nothing even resembling a guarantee has been in effect.

Under the Constitution a railroad has always been entitled to earn a fair return upon its property devoted to the public use, the percentage which constituted such fair return being a question for determination by the courts.

The transportation act says:
"In the exercise of its power to prescribe just and reasonable rates, the Commission shall . . . adjust such rates so that carriers . . . will, under honest, efficient and economical management . . . earn an aggregate annual net railway operating income equal, as nearly as may be, to a fair return upon the aggregate value" of the common carrier property, giving "due consideration . . . to the transportation needs of the country and the necessity . . . of enlarging such facilities in order to provide the people of the United States with adequate transportation."

For the two years ending March 1, 1922, such fair return was fixed at 6 per cent. Since then it has been reduced by the Commission to 5.75 per cent.

In no year however have the railroads secured the fair return contemplated by the Act, as the following will show:

Year	Percentage Actually Earned
1920	0.03
1921	3.3
1922	4.14

It is entirely clear, therefore, that the law in no sense guarantees the earnings of the railroads. If it did, the Government would owe the railroads more than a billion dollars for deficits in 1920, 1921 and 1922.

Since January 1, 1923, the earnings of the railroads as a whole have been better than for the same period in any of the three preceding years, but the rate of return is still lower than the Interstate Commerce Commission has prescribed as reasonable.

The Transportation Act has not been the cause of increases in railroad rates. One of the authors of the Act has said:

"Rates have advanced simply because the cost of maintenance and operation has more than doubled since pre-war days while railroad rates, take as a whole, are now about 34 per cent higher than they were before the Government took over the railroads at the beginning of the year 1918."

The price of transportation can only be reduced as the cost of transportation is reduced and the railroad's cost of living has increased in like proportion to that of the individual. Every effort, however, is being made to reduce it. Constructive suggestions are always welcome.

C. R. GRAY,
President.
Omaha, Nebraska,
August 1, 1923.

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