

**The Hermiston Herald**

Published every Thursday at Hermiston, Umatilla County, Oregon by Raymond Crowder, Editor and Manager.

Entered as second class matter, December 1906 at the postoffice at Hermiston, Oregon.

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For One Year .....\$2.00  
For Six Months .....\$1.00  
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10 cents per line for first insertion. Minimum charge 25 cents. Subsequent insertions 5 cents per line.

**VISIT THE SCHOOLS**

Of course we are proud of our local schools. You realize that it is one of the greatest institutions that your community can boast of. Here your boys and girls, the men and women of tomorrow, are trained for their life's work. The destinies of each, when they reach the dawn of tomorrow, depends in a large measure upon the public schools. Aware of these facts yet how many parents visit their local schools in order to gain first-hand information as to the manner and means that their children are taught and the school is conducted.

A good many parents seem to think that responsibility ends with the signing of a report card. You owe a greater debt to your children and the school. You should take a deeper interest and the best way to prove this interest is to pay the institution a visit.

The teachers who are striving to make the school what you would have it, appreciate a word of encouragement from the parents. If you make it known by your visits that you have a personal concern they will work with greater zeal to win commendation.

This nation is the greatest nation on the face of the globe today. It has reached this enviable position through its public schools. Just so long as they survive our liberties and traditions that have been so carefully guarded and handed down to us, will be safe.

Great men like Lincoln, McKinley and Roosevelt have paid tribute to the public schools. If this bulwark of the nation survives it will be through the interest that the citizens of the different communities throughout our land display towards it.

Next week from November 5 to 9 will be visitors week at the local schools. You are invited at this time to get acquainted with your schools. Display the interest that you have at heart. The teachers and children will appreciate your coming and in this way you will perform a duty that you owe to the community in which you live.

**Immense Blocks of Stone**

Thirty-six blocks of stone, 33 1/2 feet long, five feet in diameter, and each weighing 40 tons, have been installed as columns in a Harrisburg (Pa.) office building. These are the largest single blocks quarried by man since the pyramids of Egypt were built, according to the Popular Science Monthly.

**The Distinction**

Mrs. Pester—I wish you wouldn't speak of my "shape." Call it my figure.  
Her Husband—Figures don't lie, while shapes are very deceiving.

**Just Out**



**New Victor Records**

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I Love You—Fox Trot (from "Little Janna") Paul Whiteman and His Orchestra  
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Oh You Little Sun—U-E-Gun—Fox Trot  
The Boston Orchestra of Chicago  
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The Troubadours  
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**"THE COVERED WAGON"**

Declared to eclipse all previous productions of its kind, and acclaimed by the country's leading motion picture critics, "The Covered Wagon" will be revealed for the first time in Pendleton at the Rivoli theatre, Wednesday and Thursday, November 7 and 8, with a matinee Wednesday.

With a sweep that visualizes an epoch in American history, "The Covered Wagon" is said to combine a strikingly dramatic story, ideal photography and excellent acting.

**LCCAL GIRL WINS PRIZE AT SHOW**

Gladys Whitsett, who lives in the Columbia district, was awarded first prize for commercial Netted Gems at the Weston potatoe show held in Weston recently.

READ THE WANT ADS



Ernest Torrence and Tully Marshall in "The Covered Wagon."

Pioneer life is revealed with all its dangers, hardships, suffering, picturesque simplicity and romantic charm, those who have seen the picture declare. The drama is staged on a huge scale, and it combines majesty with grandeur and dignity.

The story of "The Covered Wagon" based on Emerson Hough's novel, is typically American in both theme and treatment. The heroic adventures of the sturdy pioneers, when assembled wagon trains set out for Westport for the uncharted wilderness 2,000 miles away are vividly portrayed. It is a drama of the men and women who defied all hardships, such as savages, prairie fires, wild animals, floods, heat, cold and hunger, in their efforts to settle and build up a mighty empire. With indomitable spirit they kept their faces toward the setting sun until they reached the promised land. It is likewise a story of the love of the true hearted Mollie Wingate and Will Banton, portrayed by Lois Wilson and J. Warren Kerrigan. More than 3,000 people were employed in the making of the picture. Herds of buffalo, cattle and horses were also utilized, not to mention over a thousand blanket Indians.

**MEXICO LIKES YANKEE GAMES**

People of Neighboring Republic are Becoming More Sportmanlike as a Consequence.

I had been greatly impressed with what American sports are doing for young Mexico. American sports are common all over the republic—basketball, baseball, volley ball, hand ball, tennis and all the typical American sports.

Even the president has a handball court up at Chapultepec for his eight-year-old boy to play on. I asked him if he did not feel that these American sports were going to teach his people how to "play the game."

In Mexico the minute a man is defeated for office or the minute that a brother defeats him in debate or wins a girl from him, that Mexican wants to kill his opponent or start a revolution. They have not learned to be what we Americans call "good sports," American games are teaching them this spirit, says William I. Stidger in the Outlook.

After I had explained what I meant he admitted that my implications and deductions were true and that he had manifested his confidence in the Y. M. C. A., which introduced these sports into Mexico, by giving that American institution a government gift of 25,000 pesos.

"What are your personal sports?" I asked him.

"Billiards and poker," he said, with a smile.

**Armistice Day Celebration and Dance**

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Echo, Ore. Nov. 12 1923

—READ THE WANT ADS—

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Many are buying them in the larger quantities, but we are here to serve you all. If you want only a few we have them without the name. These we sell as follows—

- 12 for 10 cents
- 30 for 25 cents
- 62 for 50 cents
- 100 for 80 cents

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THE HERMISTON HERALD

**Should Freight Rates Be Reduced at the Expense of Good Service?**



Editorial in Chicago Tribune August 25, 1923, entitled "Freight Rates and Commodity Prices."

The head of the Carnegie Institute at Pittsburg told a gathering of farmers that if the manufacturers of machinery, clothing, house furnishings and other commodities would reduce prices 2 per cent this would reduce the farmer's expense as much as a 2 per cent reduction in freight rates. So would a reduction of 1 per cent in interest on loans.

"The trouble with that proposition is that the freight rates may be reduced—possibly—by political pressure; commodities and interest not so readily.

"But that is a consideration the farmers will ponder very carefully, if they look to the future. They may be able to force a reduction in freight rates by using their influence upon the machinery of regulation, but if that reduces the efficiency of transportation the immediate advantage will be swallowed up sooner or later, probably sooner. Regulation, unless it is constructive, unless in the long run it builds up the railroads, is not in the farmer's interest. As his political leaders do not discuss that much, it is up to the farmer to look it up for himself. Just freight rates should be worked for, but a rate that is inadequate to the carrier is not just to the farmer, though he may think it until he begins to pay the price of inadequate service."

A railroad rate reduction sufficient to enable a shipper to make a substantial saving on a freight bill would, if made effective now, impair the earning power of every western railroad and threaten the solvency of some. All that a railroad buys—coal, labor, forest products, steel articles, etc., still range at peak prices, and rates cannot safely be lowered until there is a reduction in these costs.

Eighty-eight cents of the railway dollar is required for wages, fuel, supplies, taxes and rentals. A 10 per cent reduction would wipe out all profit and injure the credit of lines which have nothing saved up for a rainy day.

The Government turned the railroads back to their owners in 1920 with an average operating deficit of \$45,000,000 a month, which had been paid from the Federal treasury. Now the railroads have no such recourse.

The increase in railroad freight rates is less than the increase in other prices.

In January, 1923, the average freight rate of the western railroads was only 36 per cent higher than in 1913, while the average wholesale price of all farm products was 42 per cent higher and the average wholesale price of all commodities 56 per cent higher.

Fluctuations in prices for farm products cannot be laid at the door of the railroad, since between June, 1922, and June 1923, under the same transportation conditions, wheat declined 10 cents a bushel in price and corn improved 19 cents.

The depressed condition of the farmer, and particularly the wheat grower, has been of great concern to the railroads, as well as to the public, but happily all signs point to a material improvement. "The estimated income of the farms of America for 1923 is a billion dollars in excess of their income in 1922" (Advertisement, The Capper Farm Press, October 8, 1923).

And the last report of the Interstate Commerce Commission says: "Manifestly, existing rates are no longer interfering with the free flow of commerce as a whole."

Give the railroads a chance. Don't lessen their usefulness by impairing their earning power. They are spending more than a billion dollars this year not from earnings but of new money to put their properties in condition to better serve the public and to prevent car shortages—this because they believe in the inherent fairness of the American people and their willingness to pay what good service is worth. Starved railroads, like starved horses, cannot do good work. It is axiomatic that compensatory rates with good service are far preferable to cheaper rates with poor service. Constructive suggestions are always welcome.

C. R. GRAY,  
President.

Omaha, Nebraska,  
November 1, 1923

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