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COUNCIL CLOSES DEAL FOR GRAVITY SURVEY

Burns & McDonnell Employed To Make Estimates, Superintendent Construction—Preliminary Report By May 15th

At the regular meeting of the city council on Monday evening the first binding step was taken in the direction of a municipally owned gravity water system when the council approved a contract with Burns & McDonnell, consulting engineers of Kansas City, for an appraisal and inventory of the present water system and for a comprehensive survey for the proposed gravity system which includes all necessary surveys and measurements, the collection of data and information covering a future adequate water supply, pipe line reservoirs, extension of mains, preliminary plans, maps, profiles and estimates of cost with written report and recommendations covering pipe line sizes, capacity of works, etc., with the view for calling a bond election for the purpose of financing the proposed gravity water system for Heppner.

For this work the city agrees to pay Burns & McDonnell \$2000, and they in turn bind themselves to complete the work by May 15, 1919.

In case the bond election carries and the gravity system is built Burns & McDonnell agree to do the engineering work including the supervision of construction, letting of contracts, etc., for a fee of seven and one half percent of the cost of construction.

After a thorough discussion of the matter the council by a unanimous vote approved the contract thereby authorizing the mayor and recorder to close the matter without further delay. It is expected that a crew of surveyors will arrive within a week or so and start on the work.

RALPH JUSTUS TO RETURN SOON

D. O. Justus received word Saturday from his son, R. R. Justus, at Camp Zachary Taylor, Kentucky, that he had received his final discharge papers from the army and expected to reach home about March tenth.

Ralph enlisted in December, 1917 and after a training course was sent to France where he spent several weeks and was then returned to the states. He has been on the move the greater part of the time since entering the service and has seen a great deal of this country as well as considerable of the Atlantic ocean and France. After having been in the army thirteen months he had been stationed at thirteen different camps and perhaps the most attractive one of the bunch will be the Justus ranch when he reaches there next week.

WILL HANDLE CANADIAN LANDS

F. R. Brown returned from Portland Tuesday where he attended a conference of Canadian Pacific land agents of Oregon and Washington of which he is one.

The Canadian Pacific railroad has millions of acres of rich lands in northern Alberta and Saskatchewan and a definite campaign is being put on to interest settlers from the states to go up there to locate. The land comprises dry farming, irrigated and grazing areas and is said to be wonderfully fertile. Mr. Brown met a number of men at the conference who live in the north and are engaged in farming and raising stock and he says they are mighty anxious to get on.

THE HOTEL SITUATION

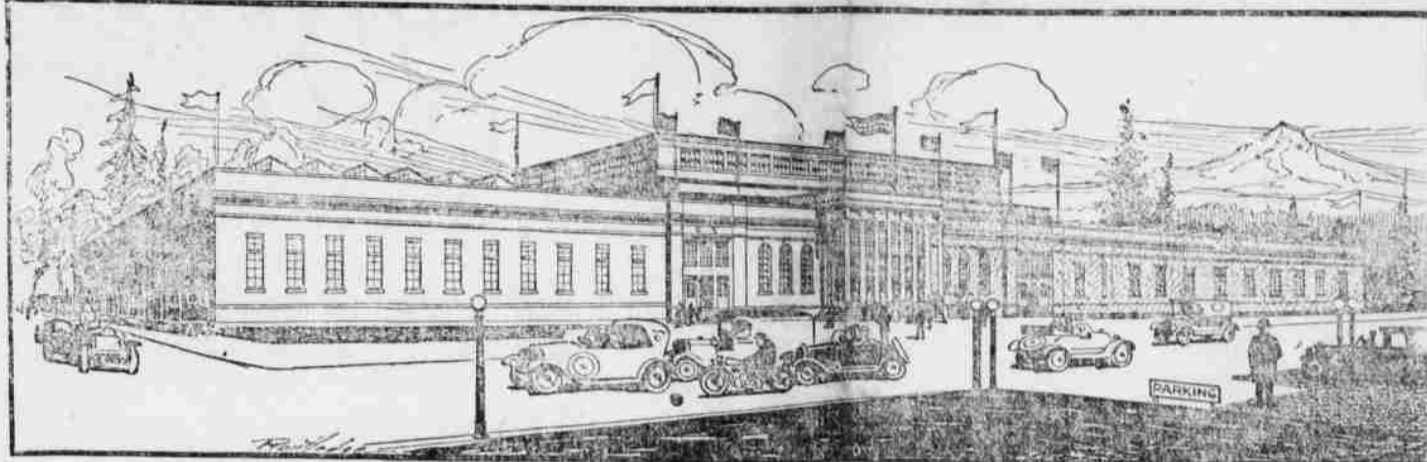
It is understood that an agreement has been arrived at between the consolidated hotel interests of Heppner and Mrs. George Fell for the purchase of the Star theatre corner and also that an amicable arrangement has been made with the proprietor of the Elkhorn restaurant. It is expected that the deal will be closed shortly, a new company incorporated and that construction work will soon begin.

It is understood that the Slocom corner which has been under option for some time to Jeff Jones and J. W. Beymer and intended as a location for the proposed downtown hotel has been purchased outright by Mr. Jones as a private investment. Whether or not he will build on the property this season has not been announced.

JUNIOR CLASS REVERTS TO KID-LET DAYS

Monday was "Junior Dress-Up Day" at the high school when the boys all appeared at school attired in knickerbockers and the girls in short dresses and pig tails. The custom is time honored in Heppner the object being to help those sedate students forget that they are growing old.

LIVESTOCK EXPOSITION BUILDING TO COVER 7 1-2 ACRES



The new home of the Pacific International Livestock Exposition, to be held November 15-22, at Portland, is to be one of the largest and most complete institutions of its kind in the world. The plans con-

template a stadium, judging rings and sections for all kinds of stock, covering in all seven and one-half acres. Stockmen throughout the northwest are now raising \$250,000 for the erection of this structure. The

Oregon legislature has appropriated \$25,000 for the annual premium list of this show. The livestock exhibition is now in its ninth year and draws the breeders and dairymen from California, Oregon, Montana,

Idaho, Washington and British Columbia. The housing of the show in adequate quarters means the recognition of the value of the livestock industry of the northwest.

ARGONNE FOREST HERO RETURNS TO HEPPNER

Roy Scott, Thrice Wounded in Five Days Fighting, Relates Thrills For Herald Readers

Roy Scott, Morrow county boy, who was one of the draft contingent to leave Heppner April 27th, last, returned Saturday evening and is staying for a few days at the Wilson hotel while recuperating from wounds received during five days of fierce fighting in the terrific battle of Argonne Forest.

Scott and his comrades first left the trenches and went over the top in the early morning of September 26th and for five days they stayed with the job of clearing the forest of Germans, digging in wherever night overtook them and again getting busy with the first faint streak of dawn on each succeeding day. On September 30th Scott was unfortunate enough to get in the way of a bursting shell and was struck with shrapnel in the right foot and left leg below the knee, and pretty thoroughly put out of business. While making his way to the rear to receive attention he was again struck this time by a machine gun bullet which perforated his left shoulder.

It was not until October third that he reached a hospital where he remained until January 15th when he was invalided home finally being sent to Camp Fremont, California, where he received his discharge. Scott takes a rather philosophical view of his experiences and thinks that he got off pretty lucky. The shrapnel might have hit him in a vital part, he reasons, and usually when a fellow gets hit by a machine gun bullet he generally gets five or six more before he hits the ground.

When they first went over on the morning of the 26th, he says, there were not many Germans in sight, the heavy barrage our artillery had been laying down for several hours having either driven them back or fixed them so they couldn't bother a Yankee. Our men soon came upon them however, and from that time on there was fierce fighting all of the time.

On this front the allied artillery engaged in barrage work covered a sector 20 miles along the front and eight miles deep and the guns, which ranged in size from the French 75s to 16-inch monsters, were planted as closely together as they could be conveniently operated.

Scott is modest in speaking of his experiences and makes no claim to any hero business. He went over when the call came, done his part in the fighting while able to travel and shoot and took his medicine as a casualty.

He is glad the fuss is over and that he is back in the good old U. S. A. and he says the boys who are still over there are all mighty anxious to get back.

Harry Snyder, who worked on the Justus ranch before going over, was in the same company with Scott and Guy and Glenn McFarren, also Morrow county boys were in the same regiment. Guy was wounded in the same battle and on the same day that Scott received his wounds. So far as he knows the other three are still in France.

SOLDIERS NOT RUSHING TO ROAD WORK

Civil Engineer S. H. Boardman, who is in charge of the Columbia Highway construction on the Morrow county division, in a letter to County Judge Campbell the other day in regard to road matters mentions casually that the eight-mile section of highway which was excepted when the contract was let to Porter & Conley in order that the commission could furnish immediate work to discharged soldiers, is not being built very fast. So far not an ex-Doughboy has reported for duty and the inference is that they are not very keen for that sort of employment.

The section, Mr. Boardman says, is very difficult work, the contractors estimate on the rock work ranging from \$3.00 to \$6.00 per yard.

Judge W. P. Dutton, former prominent resident of Heppner, is here this week looking after business affairs and enjoying a visit with his old-time cronies.

PROBLEMS CONFRONTING THE WOOL GROWERS

Writer Urges Growers Not To Accept Low Price—Dealers Claim Of Surplus Denied

Sheepmen all over the country are concerned as to the price which they may receive for their wool this year. No other question is quite so important to them right now, as there seems to be a tendency to reduce the selling price of their product under last year's government price.

When men engage in a business they are entitled to a reasonable insurance that it will make a fair profit for their labor and investment. The man who keeps sheep faces a unique risk. When the sheep growers of the fleece states who have kept cost account records show that it costs them from 75 to 80 cents to produce a pound of wool under last year's labor and feed conditions, they know what they are talking about. Those actually engaged in the business are in a better position to state the facts than the outsider who is interested in the wool business, but who never raised a pound of wool in his life.

Every item that goes into the cost of producing wool continues to be high. Feed, labor, equipment, interest on money, all are as high this year as last. The government did not decide to stay out of the wool business until the growers had seven months of their raw product under way of production. Their feed was bought and labor engaged, both at higher prices, to carry them through the season. It is obvious then that the grower could not retrench in a day and reduce the cost of production on this year's wool clip. Yet he is told that he must take a marked reduction for his product. Is it fair to expect the grower to suffer a loss when other branches of the trade interested in this product go on making a fair profit above the cost of production?

The manufacturers testified before the War Industries Board after the armistice was signed that unless the government released 3,000,000,000 pounds of wool which it had on hand they would have to close their mills. Now we hear that there is a great surplus of wool, and that the price is to be greatly reduced. The grower is being led to think that he will get 35 or 40 cents for his product and is urged to sell at these figures. Such talk as this is nothing more than propaganda to bring down the market.

The growers are being told that there is a great surplus of wool in the world market. The figures show that the government had 3,000,000,000 pounds of wool available on October 1 and had purchased 100,000,000 from South America to come in within the next ten months. On January 1 it was 60,000,000 pounds short of this estimate. This amount of wool certainly is not in the country, as the growers had sold all raw wools before the government closed its wool books. The 60,000,000-pound shortage represents an error in the estimate of the amount of raw wool available on January 1. The government only has 340,000,000 pounds of wool, which included the 100,000,000 pounds to come in from South America, instead of 400,000,000 on October 1. The consumption of wool has been 50,000,000 pounds per month by the mills of the country. Consequently the mills have consumed 150,000,000 pounds since October 1, leaving only a surplus of 190,000,000 pounds, a considerable part of which has not come in from South America. Normally we have a carry over of 300,000,000 pounds every year. It can therefore be seen that we are experiencing a shortage of wool, instead of a great

surplus. It is hoped the membership roll will be considerably increased. Every citizen of the town should get behind this organization. It will mean much to the enjoyment of life in Heppner and it will keep a large amount of money at home which is now paid to outside musicians.

Patronize home people and help to build up Heppner.

The old story about the merchant who did not advertise but was always busy because he had the best and a Waterbury watch has been investigated and found to be untrue. The poor fellow was found too slow to catch the itch and he learned the time by looking at the sun. Another cherished fable gone to the scrap pile.

(Continued on Page Eight)

GOVERNOR WITHEY COMBE DIED AT 8:30 LAST NIGHT

Jams Withycombe, serving his second term as governor of Oregon, died at his home in Salem at 8:30 last evening. Particulars had not reached Heppner at the time of going to press but it is understood death was caused from heart trouble.

JOHN DAY ENGINEER SAYS TIME RIFE FOR DEVELOPMENT

Captain of Engineers, D. S. Hays, now stationed at Washington, D. C., with the purchasing department of the army general staff, was one of the engineers on the John Day project several years ago and has since been a warm friend and an enthusiastic booster for the project. While in Oregon Captain Hays and S. H. Boardman, of Boardman, became warm personal friends and they still exchange occasional letters regarding the John Day project and the Columbia river country. In a recent letter received by Mr. Boardman, Captain Hays refers to the John Day project as follows:

"Regarding the John Day project - * * * is was considered feasible (at the time the survey was made) in the course of ten or fifteen years. When we look over the changes of the last five years it appears that the results of the fifteen years have been accomplished. This being the case it would appear that the proper time has arrived for development. Of course you know that Secretary Lane has asked for only \$100,000,000 for development purposes and it is hard to tell what your chances are for securing part of this for the John Day project as it is fully one-third of the total amount asked for in the appropriation. I believe that his proposed appropriation is only one-sixth of the size it should be."

All of which indicates that, in the opinion of Captain Hays the question of putting the John Day project over in the near future depends mostly on the united and untiring efforts of the people most interested in the development of Morrow and Gilliam counties in keeping the project over-riding, before the reclamation authorities.

It is a big undertaking and big undertakings always demand big, united, untiring effort but it is worth while.

HEPPNER WILL HAVE BAND

Roy Cochran who has been working on the organization of a band in Heppner, reports to the Herald that good progress is being made and the organization is now practically assured. Some fourteen members have already signed up and several instruments have been ordered. Mr. Cochran says the proposition is meeting with general approval both among those who are being solicited to become members and the people generally. Everybody is pleased with the prospect of a first-class musical organization for Heppner and assurances of moral and material support are not lacking.

A meeting will be held in the council chamber this evening when a permanent organization will be effected and it is hoped the membership roll will be considerably increased. Every citizen of the town should get behind this organization. It will mean much to the enjoyment of life in Heppner and it will keep a large amount of money at home which is now paid to outside musicians.

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OREGON WILL SPEND \$23,000,000 FOR ROADS

Huge Fund Available for Coming Three Years. Would Hard Surface 1200 Miles

In the coming three years—1919, 1920 and 1921—there will be available the sum of \$23,000,000 for road work in Oregon. If this money was devoted to hard surfacing it would build 1200 miles.

These statistics were presented at the meeting of the senate roads and highway committee by Chairman Dennis of the house committee, when the automobile license bill was under consideration. The senate committee completely upset the license schedule which the house adopted Monday after an all day session and jacked up the license all along the line.

A vigorous protest is expected from the house when the scale adopted by the senate committee is discovered, and it is possible that the house may refuse to concur in the amendments.

Reverting to the statement of Mr. Dennis he says that there is expended from the \$6,000,000 bond bill, \$3,500,000. The 1919 bond bill is for \$10,000,000. The Barrett bill will make available \$1,819,000, and there is government money available for the three-year period amounting to \$6,119,000.

Added to this is the estimated revenue of \$700,000 from the gasoline tax and \$500,000 from the quarter mill tax. The 1919 license will yield \$400,000 and the scale of licenses for 1920 and 1921 which Mr. Dennis asked will produce \$2,000,000; expenses such as overhead, collections and interest for two years will run up to \$2,400,000.

The full significance of the resources available for road building can be approximated when it is understood that it costs about \$20,000 a mile to hard surface. There is no supposition, however, that the vast sum will be used exclusively for hard surface.

Owners of low priced cars who were licensed at \$12 in the house bill, are now raised to \$15 by the senate committee. Cars with horsepower in excess of 33 horsepower and inclusive of 26 horsepower are lifted from \$15 to \$24; in excess of 26 horsepower and inclusive of 30 horsepower the rate is increased from \$20 to \$32; in excess of 30 horsepower and inclusive of 36 horsepower the committee raised it from \$35 to \$44; in excess of 36 horsepower and inclusive of 40 horsepower the rate is from \$45 to \$56; and in excess of 40 horsepower the committee made an increase from \$55 to \$64.

These rates include one-fourth which will be turned back to the counties in lieu of a property tax. An opinion has been received from the attorney-general that the property tax can be exempted and the license is made sufficiently large to cover what has heretofore been paid for property tax. Members of the committee admit that the owners of old cars get somewhat the worst of the deal, considering the property tax but they explain that it is impossible to please everyone.

Owners of cars in the \$50 and \$64 class are believed to be getting off light, as their property tax is now heavy. Considering the property tax it is contended that the license on the cheap cars is just doubled.

DRAMATIC CLUB TO ORGANIZE

A meeting of all ex-seniors of any High School will be held at the council chamber next Tuesday evening, March 11, for the purpose of organizing a dramatic club. All interested are invited.

W. E. CUMMINGS MEETS WITH PAINFUL ACCIDENT

While driving to town from his ranch last Friday with a four-horse team, W. E. Cummings, well known farmer, met with a serious and painful accident. When near the Blahm ranch below town the stretcher bar broke frightening the leaders and causing them to spring forward so suddenly as to pull the driver from the high seat. Mr. Cummings landed squarely on his head receiving several scalp wounds which required 15 stitches to close. Andy Rood, Jr., came along just as the accident happened and getting Mr. Cummings into his car brought him to town where his wounds were dressed. Mr. Cummings was in town Monday not much the worse for this accident but he says it was a pretty close call and he came near getting out of the farming business right there. He says the wheat is looking fine and he started plowing for barley Monday morning.

EDWARD NOTSON ARRIVES FROM FRANCE

Edward Notson, son of Mr. and Mrs. S. E. Notson, who has been in France with the United States army since last September, arrived last evening to visit the home folks. Edward enlisted in Iowa soon after this country entered the war and was sent to the Mexican border where he served until last fall when ordered over-seas. He experienced some thrill going over by being caught in the worst storm known on the Atlantic in many years and for a while himself and comrades thought they might have to swim for it.

EPISCOPAL GUILD ENTERTAINS

All Saints Episcopal Guild was entertained by Mrs. Lucas and Mrs. Irwin at the home of Mrs. Lucas on Thursday afternoon, February 27th, with eleven tables of bridge.

Those present were: Mesdames Hager, Gilliam, Nys, Darby, McMurdo, Cochran, Wells, Van Vactor, Paterson, Beymer, Gilliam, Huphes, Stone, Sweek, Cox, Borg, Bisbee, Mahoney, Briggs, Anderson, Turner, Gilliam, Vaughn, Roy Thompson, George Thompson, Vaughan, Cox, Wells, Vaughan, Clark, Butler, Cochran, Ayers, Spencer, Matlock, Koehnman, DeVore, Wilcox and the Misses Ona Gilliam, J. Black, Edith Thorley, Mary Farnsworth. Highest honors fell to Mrs. W. P. Mahoney. Mrs. Chas. Cory and Mrs. L. E. Bisbee.

Following the cards refreshments served.

Hon. C. E. Woodson who ably represented this district in the lower house of the Oregon legislature at that session just closed, returned to Heppner Saturday evening and was pretty busy Monday morning greeting his friends and starting to begin to commence to get ready to take up the hundred work of practicing law again. His law partner, C. L. Sweek was looking particularly pleasant when the Herald reporter called evidently believing that the duties of a two-man law practice on one man's shoulders quite an arduous one wrestling with the affairs of state at Salem.

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