

THE HEPPNER HERALD

S. A. PATTISON, EDITOR AND PUBLISHER
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WILL YOU PAY?

APRIL 6, 1917, you went into partnership with several million American fighters.

You wanted protection for your family, your income and the privileges you deemed necessary to proper living.

Several thousand miles away an army of arrogant, outlaw millions had begun a campaign of ruthless world conquest accompanied by crimes against women, children and property. This horror was striding toward your home.

The American fighters agreed to receive training brave the submarines and fight this menace which had taken on forms more terrible than history recorded. As your part of this partnership you were to remain at home, do your part in financing them, see that their families had financial assistance and pay each \$30 a month. You felt that you had a good bargain.

They fought, died and won. They fulfilled their part of the contract without complaint.

Today, two years after the signing of that agreement you are asked to carry out your part of the bargain by investing in the Victory Liberty Loan.

WILL YOU PAY?

THE BEST NOTE OF ALL

THERE'S the note of the early sky lark as he takes wing on a dewy May morning.

There's the note of the French horns blending with and giving body to the smashing overture rendered by a big symphony orchestra.

And the thirty day note.

And the discordant note.

And the illegible note.

And the best note of all the notes is:

THE VICTORY LIBERTY LOAN NOTE.

F. R. Brown spent a couple of days at Hermiston last week where he went on business connected with the organization of the John Day Irrigation District. Mr. Brown reports that the matter is proceeding and that the organization will be accomplished during the coming summer. While at Hermiston Mr. Brown rendered some assistance to the farmers of that district in the

organization of a co-operative enterprise.

J. L. Wilkins writes the Herald from Pipestone Springs, Montana, where he is manager of a big health and pleasure resort, that O. D. Bullis, formerly of Hardman, now a prosperous rancher of Dillon, Montana, is a guest at the Pipestone hotel.

PUBLIC ROADS

FEDERAL AID FOR ROAD WORK

Small Amount Paid Out in 1918 Was Because of Steps Taken for Conservation.

(Prepared by the United States Department of Agriculture.)

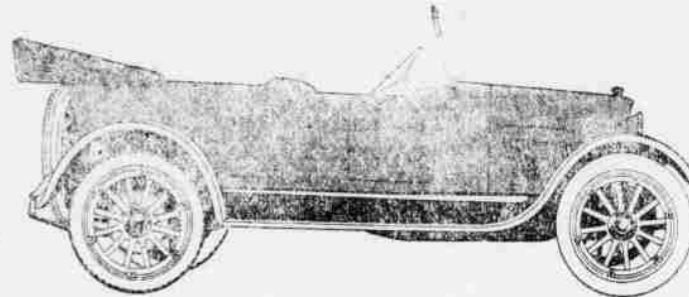
Although \$14,550,000 was available for expenditure on the post roads from the federal aid road act, only \$425,445 was paid from federal funds in the highway construction season of 1918 on all projects. The reason for this, according to the annual report of the secretary of agriculture, was the steps taken to conserve money, labor, transportation and materials in highway work during the war, and at the same time to facilitate really essential highway projects.

In connection with the federal aid road work a letter was addressed to each state highway department asking that a program of federal aid construction be submitted at the earliest possible date, in which would be included only those projects which the state highway departments considered vitally necessary to the transportation facilities of the country.

At the request of the capital issues committee, engineers of the department were made available for inspecting and reporting upon proposed highway and irrigation and drainage bond issues. Inspections were made of 181 separate projects, involving total bond issues of \$83,912,396. An arrangement was made with the fuel administration whereby highways of special importance should receive enough bituminous material to provide for adequate maintenance, and where necessary to permit construction and reconstruction. From May 13, 1918, when the co-operation became actively effective, until the close of the fiscal year, 2,235 applications, calling for 75,000,000 gallons of bituminous material, were received from states, counties and municipalities. Of this amount approval was given and permits were issued for 58,000,000 gallons.

In order to co-ordinate the activities of various government agencies, so far as they relate to highways; better to conserve materials, transportation, money and labor; to eliminate delays and uncertainties, and to provide positive assistance in carrying on vitally effective highway work, the secretary requested each of the government departments and administrations inter-

The New 1919 Reo-4



Price \$1620 at Heppner

Will Arrive About May 10th or 11th

After careful consideration and observation of the service and economy furnished by the various cars used in this vicinity we have taken over the Reo Line of pleasure cars and trucks.

Look into the several repair shops here and elsewhere—the advertised lists of second hand cars, or into the junk heap now rapidly growing from the many new experimental cars—and by its absence the Reo proves conclusively that as yet not one of the many so called imported cars have as yet equalled the car produced in the Reo factory nine years ago.

ASK ANY REO OWNER OR COME TO US FOR DEMONSTRATION

McRoberts-Cohn Auto Company

Hail Insurance

With the present prospects for a bumper crop of wheat and a high price guaranteed by the government to farmers can afford to take chances on having it all destroyed by

repairs only the most substantial and reliable

OLD LINE COMPANIES

Call, write or phone

Roy V. White is

OLD RELIABLE INSURANCE MAN



Building a Good Road in Massachusetts.

...sted to name a representative to serve on a council to deal with highway projects during the period of the war. As a result, the United States highways council, consisting of a representative from the department of agriculture, the war department, the railroad administration, the war industries board and the fuel administration was formed in June. During the first four months of its existence the council passed upon about 5,000 applications, involving nearly 4,000,000 barrels of cement, 3,250,000 tons of stone, 1,140,000 tons of gravel, 1,307,000 tons of sand, over 77,000,000 brick, and nearly 20,000,000 pounds of steel, and 140,000,000 gallons of bituminous materials.

BEST CROWN FOR EARTH ROAD

Machine With Suitable Power and Operator Will Do Work of Many Men With Shovels.

The earth road can best be crowned and ditched with a road machine and not with picks and shovels, scoops and plows. One road machine with a suitable power and operator will do the work of many men with picks and shovels and do it better.

If the road is composed of fine clay or silt it will sometimes pay to resurface it with top soil from an adjacent field, which has sand or gravel mixed with it.

GROWING RADISH AND CARROT

Seed May Be Sown Together—Radishes Ready to Pull Long Before Carrots Come Up.

Radish and carrot seed may be sown together. The radishes will be ready for pulling long before they become troublesome to the carrots, and the radishes break through the crust, being raised plants, leaving the way for the more delicate plants of the carrots.

STAR THEATRE

WHERE THE PICTURES ARE ALWAYS GOOD

THURSDAY, MAY 8

HEPPNER'S FAVORITE—THE WESTERN CYCLONE IN A RAPID FIRE PICTURE THAT'S A DANDY "NAME AND FORTUNE"

TOM MIX

FRIDAY, MAY 9

Mabel Normand in "The Venus Model"

SATURDAY, MAY 10

"Nine-Tenths of the Law"

See the big attraction recently advertised in the city papers. See it here. SHELL LEWIS STARRED IN THE BARRIER, THE BIG SINNER AND THE SIGN INVISIBLE

SUNDAY, MAY 11

Monroe Salisbury
In a Bluebird Play
"That Devil-Bateese"

MONDAY, MAY 12

Billie Burke in "Arms and The Girl"

ALSO A TWO REEL COMEDY—
"IT PAYS TO EXERCISE"

TUESDAY, MAY 13

Mitchell Lewis in "Children of Banishment"



MABEL NORMAND in THE VENUS MODEL Goldwyn Pictures

BALL BAND Utility Shoe

Just the last for Carpenter, Farmer, etc. Unexcelled for general out-door wear. They are hard to wear out and cost less than all leather shoes.

FOR SALE BY

E. N. GONTY SHOE STORE

