

**THE HEPPNER HERALD**

S. A. PATTISON, EDITOR AND PUBLISHER  
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**GOOD ROADS FOR MORROW COUNTY**

**T**HE regular road levy in Morrow county for 1919 was 2 3-10 mills of the assessed valuation of the taxable property of the county, yielding a total revenue for road purposes of \$33,540.00. Out of this sum of money present roads must be repaired, bridges built, new roads opened, road machinery purchased and all necessary material and supplies for road purposes must be furnished. There are said to be nearly 1000 miles of county roads within the limits of the county, all of which the county court is expected to keep in good condition with the means at hand.

It is not to be wondered at, with these figures in mind that the people in every section of the county are dissatisfied with the general condition of the roads in their district. People in the south end of the county, where the mud gets deep in winter and mountain torrents wash the bridges away in the spring, have pretty good cause for believing that their roads are sadly neglected while good money is being wasted in the sandy country in the north end where clay mud and gumbo are unknown and the people at the north end have, perhaps, an equally just cause for complaint when, in the dry summer season, their roads become unfathomable seas of sand in which any vehicle from a wheelbarrow to a motor car will mire hopelessly. They no doubt think that their roads are neglected and that much money is wasted in the mountain districts where the roads are generally solid, if not good, in the huckleberry and camping season which is about the only time most of us lower country dwellers have occasion to travel them. Again it is generally conceded in all counties that both ends and the edges always have a just cause for complaint against that part of the county immediately surrounding the county seat on the road question for county seats have always had the reputation of getting in the road trough with both feet.

As a matter of fact the real trouble is that there is never enough money in the road fund to go half way around. Try as they may to meet the road needs of the various communities, even in a makeshift way, the members of the county board are always up against the problem of finance and are obliged to economize on every hand. Every citizen may have a theory that the road in front of his premises needs improvement more than any other piece of road in the county but the county court is eternally confronted with the cold, hard fact that they have not the money with which to meet the demands or even the actual needs of the several districts. The fault is not with the county court. They are doing the very best they can with the means at hand. The trouble is with the system which is old, obsolete and proven by many years of bitter experience to insure to the tax-payers only two things, viz., heavy road expenditures each year and mighty poor roads. To insure good roads in Morrow county or any other county the system must be changed as is proposed in the pending road bond measures to be voted on at the coming June election. If this measure carries the county court will have a fund of \$50,000 with which to cooperate with the state in building a system of really good roads in the county. By such co-operation the county will receive an equal amount from the state road fund as that put up by the county on designated state roads within the county and in addition to this the county will receive from the Federal government on all post or forest roads to be improved an amount equal to that put up by both county and state on that particular road. In other words the county will get two dollars worth of good roads for every dollar put up by the county on all designated state roads and three dollars for one on all post or forest roads improved within the county.

Another measure to be voted on at the June election of great importance to the county and particularly to those districts remote from the main highways, is the Market Road measure. This measure proposes to assess a special tax of one mill on all of the property in the state to be used on the so-called market roads or roads running from the main highways back into the farming districts.

If this measure carries the county will receive some \$4,382 for the market roads and in addition to that will also receive some \$6,000 as her share of the market road one mill tax levy collected in the city of Portland. This will give the county court a road fund next year of \$54,123 for the improvement of the market roads of the county as against \$33,540 available this year. In addition to this, and as a matter of great importance to the roads in the outlying districts which have been badly neglected in the past because of lack of funds, is the fact that if the bond issue carries and as soon as the Oregon-Washington highway and the Heppner-Hardman-Parkers Mill post road can be permanently improved, perhaps next year, the county court will be relieved of the expensive annual upkeep of these roads leaving practically all of the \$54,000 to be used in the necessary upkeep and permanent improvement of the other roads in the county. In other words instead of having only \$33,000 to spread out over all of the county roads the county court will have \$54,000 to expend on the roads not yet permanently improved.

The roads on which state and government money will be available after the bond issue carries are: The Willow creek road from the Gilliam county line to Heppner; the Hinton creek road from Heppner to Lena; and the Heppner-Hardman road. These having always been the most traveled roads in the county their upkeep has required heavy expenditure and when the county court is once relieved of the burden of keeping them passable during the winter months it will be in a much better position financially to meet the needs of other sections of the county.

Every progressive citizen should vote yes for every good road measure on the ballot.

**HELP THE SALVATION ARMY**

From every side is heard the praise accorded to the Salvation Army for its services in the front line trenches of France. The people of the state of Oregon are ready to respond to the call for \$250,000 to be used by this organization in its work in this state. The money will be raised under the organization of the Oregon State Elks Association during eight days beginning June 22.

In connection with the work of the Salvation Army in France a cablegram received from President Wilson at the eastern headquarters of the organization is interesting at this time.

The cablegram reads as follows: "I am very much interested to know that the Salvation Army is about to enter into a campaign for a sustaining fund. I feel that the Salvation Army needs no commendation from me. The love and gratitude it has elicited from the troops is a sufficient evidence of the work it has done, and I feel that I should not so much commend it as congratulate it."

Cordially and sincerely yours  
WOODROW WILSON."

**A WORTHY PROJECT**

Every citizen of Oregon is about to be offered an opportunity to contribute to the health, happiness and general welfare of its hundreds of young girls who annually go from its smaller towns and country homes of the state to Portland. It is conservatively estimated that there are in Portland 5,000 girls and young women without homes and home influences, of these hundreds come from every section of the state seeking training or employment. Most of them come with limited funds and with little knowledge of the ways of the city. It is to meet the need of giving these young girls the happy, wholesome living conditions with proper safeguards that they should have that a committee of prominent citizens of Portland have recently purchased the Virginia Hill hotel in city with a view to converting it into a residence hall for employed girls to be known as the Jeanne d' Arc, in memory of the French heroine and patriot. The new hall will be conducted by the Sisters of Mercy.

A \$100,000 drive is about to be launched to finance this new project and as the girl from the smaller town and the country home is to be benefitted more than any other by this new project, the drive is to be made statewide in scope.

The beautiful new building six stories in height, is located in a good residence district, and is in perfect condition requiring no alterations.

It is thoroughly modern in every sense, with hardwood floors, elevator and a fine heating and lighting system. There are more than 20 private baths and every room is an outside room. Girls will have the privilege of doing their own laundry work and their own sewing. It is within easy walking distance of the business center and within one block from two car lines.

Girls are admitted regardless of religious affiliation or belief. Assistance is given girls to secure employment and in case of illness, loss of position or other misfortune provision will be made without personal embarrassment. The charge made at the new residence will be remarkably small. The sisters give their services entirely without recompense and the charge made will be wholly based upon the cost of food, fuel, light, water, etc. Thus a girl may enjoy the happy surroundings that under other circumstances would be far beyond her means, meanwhile being assured of the protection offered by such an institution.

For the thousands of employed girls and young women in Portland there are accommodations for a few more than 100. One institution which accommodates 80 girls, has the astonishing number of 150 on its waiting list. Does not that answer the question? Is there a need for such a residence hall for girls?

**LINCOLN FOR ROOSEVELT HIGHWAY**

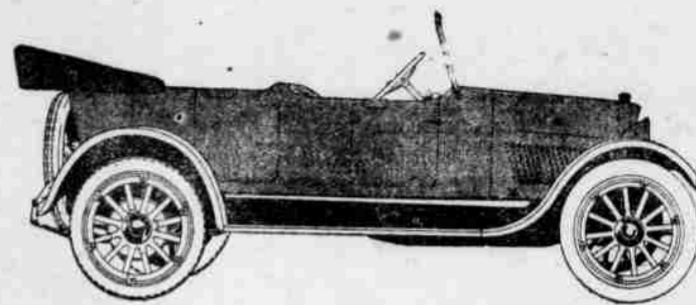
NEWPORT, Ore., May 19—(Special)—Lincoln county is waking up to the advantages of the proposed Roosevelt Highway along the Pacific coast. B. F. Jones addressed a special meeting of Newport citizens recently on the subject at a meeting presided over by Carl Davis in which he not only explained the highway, but also the irrigation projects in eastern Oregon. A straw vote was taken afterwards and everybody voted "yes" for the adoption of both measures.—Oregonian.

**COUNTY TREASURER'S NOTICE**

Notice is hereby given that all county warrants registered up to and including April 30, 1919, will be paid on May 20, 1919, if presented at my office. Interest ceases after May 20, 1919.

T. J. HUMPHRIES,  
County Treasurer.

**The New 1919 Reo-4**



Price \$1620 at Heppner

**Now in Stock for Immediate Delivery**

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 improved 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**

**SENIOR PLAY**

Class of 1919, Heppner High School  
Presents a Two Act Comedy

**STEP  
LIVELY**

A whole evening of fun and laughter;  
Step Lively will be everything  
the name implies

High School Auditorium,  
**Wednesday MAY 21**

Curtain at 8 P. M. Adults 50c. Children under 12, 25c