

THE HEPPNER HERALD

S. A. PATTISON, EDITOR AND PUBLISHER
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TAX LIMITATION NOT REPEALED BY MILLAGE MEASURES

Some opposition to the 1.26 mill measure for the protection of higher education in Oregon exists because people believe that to pass it would be to repeal the six per cent tax limitation law. This belief is wrong. The bill provides that the measure is an exception to the six per cent tax limitation, but is not an annulment of it. Also, a good many people are asking whether the new millage bill for higher education would not raise the cost per student per year in the State University, the Agricultural College, and the State Normal School, to a point higher than the general average for the country. It would not. The University and the Agricultural College are so desperately in need of buildings that much of the money would be put at once into structures that would be a permanent asset to the state. The Agricultural College, for example would still be spending seventy dollars a year less per student than such agricultural colleges as those of Michigan, Washington, Iowa, Kansas and Indiana.

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HIGHER EDUCATION COST LOWEST IN OREGON

A taxpayer wrote in to inquire whether the student cost per year of the State University and the Agricultural College was based upon only full-time resident students, or upon short-course students as well, the taxpayer being skeptical as to the ability of the two big institutions to make such a showing of economy without including short-course men. The answer was that only the 5100 full-time students were included. The five thousand who take regular extension courses, correspondence study, winter short-courses, summer schools and other non full-time work, were not taken into account. The student cost per year at Oregon's two schools is about one-third below the average for the country, according to the statistics of the United States Bureau of Education. In addition, their investment in buildings per student is about two-thirds below the average for similar institutions.

FOR SERVICE

I have for service at Jake Well's ranch a Jersey Bull. Service Fee, \$2.50. Guarantee service. 50-52 W. LETHERMAN.

TELLS HOW HE CURED COLD

New York Physician Passes on Remedy Which He Declares Does Away With Affliction.

This is how Dr. L. Duncan Bulkley of New York cures his own colds and those of other people. Doctor Bulkley tells the story in the Medical Record, as follows:

"Yesterday I had about as severe a cold as possible, which had been coming on several days, and had been simply neglected, and I sneezed and coughed all day, using any number of handkerchiefs. In the afternoon I took one or two doses of soda, half a teaspoonful, and in the evening took five more, at half-hour intervals, in warm water. At midnight I took one of the grip powders I have so long prescribed, ten grains of phenacetin with 20 of soda, with hot water, and went to bed with two handkerchiefs under my pillow. I dropped to sleep very soon and slept soundly until called at 7:30, when I took another of the phenacetin and soda powders and found the cold entirely gone; exactly the experience which I reported before and which I have had many times.

"Last year from October to late spring I wrote for the phenacetin and soda powders, ten grains and 20, almost every day, and sometimes at least four times in the day, for patients threatened with grippe, and although I questioned many patients at subsequent office visits I have yet to learn of any failure to arrest the trouble."

TO WORK OLD COPPER MINES

American Company, With Modern Machinery, Will Reopen Shaft on the Isle of Cyprus.

Equipped with modern mining machinery purchased in the United States with California money, the rich copper mines of the Isle of Cyprus, which centuries ago furnished copper for the civilized world, may in a few months be turning out thousands of tons of that metal.

According to an announcement made yesterday, a syndicate of California capitalists has secured a long-term purchase lease on a score or more of the most valuable workings on the island, and engineers are now on the ground outlining plans for installing modern mining machinery to replace the crude plants maintained by the Phoenicians centuries ago. While the names of members of the syndicate were not given out, D. C. Jacklin, multi-millionaire copper magnate of San Francisco, is the recognized head of the corporation.

When the war first broke out the syndicate had about completed plans for perfecting their lease of 22 claims on the island, but complications brought about by the conflict forced abandonment of the plan until after the signing of the armistice.

GET PUBLICITY ON CALENDAR

That Form of Advertising is the Most Popular With the Merchants of China.

It has been known for a long time what a relative task it was to go visiting in China—that is, if you happened to be a lofty dignitary and must therefore carry along a carol of uncomfortable dimensions. Advertising, it seems, shows a corresponding divergence not only from occidental methods, but from those of nearby Japan. There are thousands upon thousands of newspapers in China, but they are not very firmly established, and when they do not soon disappear altogether, they are almost sure to change name frequently, as has been known to happen with certain American products. Newspapers of the republic have an average daily circulation of 3,000, which is larger than it looks, since the papers are carefully passed from hand to hand. There is, then, to be sure, newspaper advertising as well as posters. But the most popular form of publicity for merchants is—the calendar! Nowhere is that humble domestic article more important than in China. Advertisements here placed are looked upon every day. And after all, when you look at the calendars that begin to arrive about this time of the year, isn't it possible to imagine that China is not so far from the West as it might be?—Christian Science Monitor.

Prizes for English Weavers.

A gift of \$10,000 from John Crompton of Manchester, England, will provide rewards to the designers and weavers of original cotton fabrics designed and woven in technical colleges or weaving schools in the British empire. One-half of the fabrics sent in for competition must be entirely of cotton, and the remainder may contain 70 per cent of cotton threads. A special committee of the Textile Institute of Manchester will take care of the collection of the samples.

On Venice Canals.

The main entry to Venice from the railway station is by the celebrated Grand Canal by means of gondolas or omnibus launches. The latter maintain a regular service along the Grand Canal and across the lagoon to the island of the Lido. There are also tramway connections between Venice and the more important lagoon islands.

ROADS WILL BE BUILT FROM WASTE

The proposed constitutional amendment raising the state bonding limit from two to four per cent, to be voted on Friday, May 21, will make available \$20,000,000 to use in constructing roads throughout Oregon. That the money will be saved and the roads built from waste is the startling statement of the Hon. R. A. Booth, of Eugene, member of the state highway commission.

"The funds obtained from license fees and gasoline tax are sufficient to pay interest and retire all bonds issued under the proposed plan," said Mr. Booth. "The average cost of gasoline is 25 cents a gallon and the tax is one cent a gallon. Therefore when I travel over roads making 104 miles and using the same amount of gasoline as previously was required to cover but 100 miles, I have saved the tax, and all additional mileage is gain.

"Five casings average \$40 each and licenses cost about \$20 each. When one casing is saved in a year twice the cost of the license is saved and a set saved, therefore eight times the cost of the license. I have saved a set and not cut down mileage during the past year. Add to this decreased wear and tear on engine and rest of the car that is prevented by good roads, eliminating much expensive repairing, and it appears that the roads are actually built from waste."

Milton A. Miller, pioneer of Linn county, at present collector of customs, states that Linn county residents are favorable to the proposed amendment because they have found the benefits accruing from improved roads a sound financial investment. He said that Linn county contains about 1,500,000 acres of which practically 700,000 acres are in timber. "Linn county has a network of roads possibly 5000 miles in extent," said Mr. Miller. "Most of us won't live forever and the proposed amendment will get us good roads while we are able to enjoy them. The other plan requires waiting indefinitely, retarding progress in all directions."

S. A. Pattison, editor of Heppner Herald, writes: "Morrow county needs money for completing the Oregon-Washington highway now being graded. Unless sufficient funds are provided to hard-surface the road, much of it, particularly the lower end, will blow away."

"L. J. Simpson, former candidate for governor of Oregon, who owns a large sawmill at North Bend, writes that Marshfield Chamber of Commerce has endorsed the amendment and predicts a large favorable vote in Coos county.

Representative James S. Stewart, of Fossil and Corvallis, is quoted in the Cottage Grove Sentinel as having addressed a citizens' meeting as follows: "Bear in mind that this amendment will not raise your taxes a single penny. The automobile license fees and gasoline tax will pay the interest and retire all of these bonds when due and if you do not pass this measure it will not reduce the fee or tax; nor will they be increased if you do."

"Surely the state should be allowed to bond up to four per cent to build roads which will bring the ever-free tourist crop to Oregon, that will entice easterners to come here and invest their money, that will raise the value of every piece of property in the state, that will save the automobile owners who pay for the roads more than the bonds cost them. Counties are permitted to bond up to six per cent. Without ability to vote these bonds we will be unable to match funds amounting to millions set aside by the federal government and this indirectly would, in effect raise your taxes."

A. A. Smith, of Baker, writes that only by this method can eastern Oregon get money necessary to carry on road building in that section.

The Dalles Commercial club has endorsed the proposed amendment and the Astoria Chamber of Commerce and Warrenton Commercial club have gone on record as favoring the proposed amendment, according to a letter received from A. W. Norblad, of Astoria. Klamath Falls Commercial club has indicated that the members will endorse the measure when they meet. Many other clubs are added daily to this list. The Lake County Examiner, of Lakeview, not only endorses the plan but has sent a liberal subscription to assist in carrying on the work of publicity.

Jackson county will vote on a bond issue of \$500,000 in addition to favoring the proposed amendment. Medford Chamber of Commerce has had a membership drive and now has 400 members. They have raised \$15,000 and to this will be added \$2000 more. Jackson county plans to get help from the state and then match the combined fund with federal aid.

All the money raised by bonds has either been spent or contracted for and the amendment is necessary to authorize further bonding. Without this assistance a direct mileage tax

PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS

Approximately \$40,000,000 of state road bonds can be issued under a 4% limitation on the present assessed valuation of the state, including bonds already issued. The constitutional amendment to be voted upon at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid from revenues from auto license fees and gasoline tax, based on conservative estimates of that income.

Following is an official estimate of the income to the State Highway Fund from auto license fees and gasoline tax, compared with interest and principal requirements for the entire \$40,000,000 of state road bonds. This table has been audited and certified by Whitfield, Whitcomb & Co., certified public accountants, whose attestation is subscribed below. It verifies the claim made that voting for the 4% state road bond limitation will not involve any tax on property, as principal and interest will be paid from the auto license fees and the gas tax, leaving an actual surplus above the amount required.

OFFICIAL TABLE
Statement of Estimated Income to State Highway Fund Compared With Interest and Principal Requirements to Carry \$40,000,000 Bonds.

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees	Gasoline Tax	Total Amount Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920	1,105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,830.00	\$1,605,170.00
1921	1,225,000	1,875,000.00	625,000.00	2,500,000.00	1,041,250.00	1,458,750.00
1922	1,443,000	2,145,000.00	715,000.00	2,860,000.00	1,393,250.00	1,466,750.00
1923	1,553,000	2,370,000.00	790,000.00	3,160,000.00	1,679,750.00	1,480,250.00
1924	1,710,000	2,550,000.00	850,000.00	3,400,000.00	2,007,500.00	1,392,500.00
1925	1,860,000	2,760,000.00	900,000.00	3,660,000.00	2,277,617.50	1,382,382.50
1926	1,985,000	2,775,000.00	925,000.00	3,700,000.00	2,577,367.50	1,122,632.50
1927	1,960,000	2,850,000.00	950,000.00	3,800,000.00	2,849,180.00	950,820.00
1928	1,950,000	2,925,000.00	975,000.00	3,900,000.00	3,129,742.50	770,257.50
1929	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,050.00	570,950.00
1930	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	3,768,842.50	231,157.50
1931	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	4,090,000.00	690,000.00
1932	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	4,391,492.50	780,507.50
1933	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	4,681,492.50	868,507.50
1934	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	4,961,492.50	956,507.50
1935	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	5,241,492.50	1,044,507.50
1936	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	5,521,492.50	1,132,507.50
1937	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	5,801,492.50	1,220,507.50
1938	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	6,081,492.50	1,308,507.50
1939	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	6,361,492.50	1,396,507.50
1940	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	6,641,492.50	1,484,507.50
1941	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	6,921,492.50	1,572,507.50
1942	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	7,201,492.50	1,660,507.50
1943	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	7,481,492.50	1,748,507.50
1944	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	7,761,492.50	1,836,507.50
1945	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	8,041,492.50	1,924,507.50
1946	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	8,321,492.50	2,012,507.50
1947	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	8,601,492.50	2,100,507.50
1948	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	8,881,492.50	2,188,507.50
1949	2,000,000	3,000,000.00	1,000,000.00	4,000,000.00	9,161,492.50	2,276,507.50

Column 3 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 199, Laws 1919). The 1920 registration figures in date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned in the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately \$15.00 per car, which is the figure used in computing Column 3. The administrative expenses of the motor vehicle law will be met from the revenues from automobile licenses, chauffeurs' badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 189, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the motor vehicle license fees and the gasoline tax based on the estimated number of vehicles as shown in Column 2.

Column 6 is the amount required each year to pay off the interest and principal at maturity of State Highway bonds up to an estimated amount of \$40,000,000 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state. These figures are based on these premises: That the balance of the Six Million Dollar Bonds (Chap. 425, Laws 1917), the State Co-operative Bonds (\$1,000,000) (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1917), now unpaid will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,200,000; a total of \$40,000,000.


All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature successively each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues 4 1/2 per cent.

Column 7 shows the surplus estimated to be available each year after meeting obligations for principal and interest.

The One-Quarter Mill Tax (Chap. 237, Laws 1917) on the total assessed valuation of the state is not shown in this table as an asset of the State Highway Fund as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon, as regards income from Motor Vehicle License Fees and Gasoline Tax, and believe the estimates above set forth in columns 3 to 7, both inclusive, to be conservative. We further certify that based upon these estimates the calculations set forth above in columns 6 and 7 are true and correct.

WHITFIELD, WHITCOMB & CO.
Certified Public Accountants
Fossil, Oregon, April 14, 1920.



SAFETY & SERVICE

Riotous Spending

HAS GIVEN MOST OF US A WRONG IDEA OF VALUE. WE THINK NOTHING GOOD THAT IS NOT EXPENSIVE.

WE SHALL INCLINE TOWARD NORMAL PRICES ONLY WHEN WE BEGIN TO SPEND WISELY AND FOR NECESSITIES.

BE DOLLARWISE. SAVE AND DEPOSIT REGULARLY. WE INVITE YOUR ACCOUNT.

First National Bank

HEPPNER, OREGON



Fine Clothes Economy

THE COST OF YOUR SUIT WILL DEPEND UPON WHAT YOU GET RATHER THAN THE PRICE YOU PAY. THE QUALITY FABRICS, THE INFINITE CARE AND SKILLED WORKMANSHIP THAT GOES INTO EVERY GARMENT WE TAILOR, ASSURES YOU THE LONGEST WEAR AND THE GREATEST SATISFACTION PER DOLLAR.

The Heppner Tailoring and Cleaning Shop

THE UTMOST CLOTHES ECONOMY FOR MEN AND LADIES'

MEN'S FROM \$40 UP
LADIES' FROM \$60 UP

G. FRANZEN

might be voted against property tax; at least the only available funds for road construction will be the income from license fees and gasoline tax as the amounts are collected annually. From this amount would be deducted money necessary to pay for bonds issued previously, all of which means indefinite delay. By bonding you will get your roads now.

THE WORLD OF SPORT

Europe is preparing for the Olympiad in a systematic way. France will hold its first trials April 29 and now comes word that Spain will hold its first set of trials on the same date and follow along throughout May until the series are complete. The first trials will be held at Madrid and will enter to the 100 meter, 400 meter and 16,000 meter men. Besides these events there will be a number of handicap events to make up a full program.

FOR SALE

One small dresser, One chiffonier, one 4-hole oil stove with oven in good condition. Call or address Mrs. Emmet Cochran, Court street, Heppner, Oregon. 491f

FOR SALE CHEAP

One registered Percheron stallion. For full information inquire of or write to Walter Hood, Heppner, Oregon. 491f