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IRRIGATED LANDS ARE FUTURE WINNERS
FOR A LIMITED TIME I CAN OFFER MOST REASONABLE PRICES AND ATTRACTIVE TERMS ON THESE TRACTS
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THE HEPPNER HERALD, ONLY \$2.00 A YEAR
"You Can't Get Away from It" says the Good Judge
A little of the Real Tobacco Chew gives more genuine satisfaction than the big chew of the old kind.
Saves money, too—because this class of tobacco lasts much longer. The rich tobacco taste stays right with it.
Any man who uses the Real Tobacco Chew will tell you that.

Put Up In Two Styles
RIGHT CUT is a short-cut tobacco
W-B CUT is a long fine-cut tobacco
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PEOPLE AND PRESS FAVOR 4-PERCENT ROAD BOND LIMIT
The Oregon Roads Development association, of which W. L. Thompson, of Portland, is president, is receiving many letters commending the proposed constitutional amendment raising the bonding limit from two to four per cent.
"This amendment requires no additional taxation whatever," said Nelson Roney, of Eugene. "As soon as the people realize that their property will not be taxed but that instead a possible levy, in the event of the measure failing to pass when it is voted upon, May 21, may be made, they will vote for the measure."
"The gasoline tax and automobile license fees are sufficient to pay interest upon and retire all the bonds without their being increased. Those owning automobiles will be benefited without additional cost and those without machines will be benefited without any cost whatever. The present funds have been exhausted or contracted for but road-building must not cease."
"We want roads regardless of the fact that good roads cost much money to construct. We want our taxes to be less, if possible. We can't have good roads without increasing our taxes greatly if we construct them without government aid," writes Jay W. Dunn, one of the commissioners of Lincoln county. Mr. Dunn then analyzes the possibilities which might occur should the proposed road-bonding amendment carry.
"I am wholly in accord with the effort now making through legislative action to further the Good Roads movement within our state," writes William F. Woodward, of Portland. "It is simply a means of realizing and securing to the people of this state assets hitherto unused and unavailable: products of field, forest and mine lie dormant until they can be made profitable and useful through the medium of well constructed roads. And if there are no other resources than taxation to meet the cost of these roads, we would still be in favor of them, but when the construction of these highways is carried out by means of an impost which in no sense can be called a burden, and is almost wholly received through channels hitherto untouched, there can be, in our estimation, not one word against the measure."
"We will not issue a bond beyond that which is already provided by law and only as the money is needed to carry on the work adequately," said R. A. Booth, of the State Highway Commission, recently in McMinnville. "This is no time to play in the mud. The commission had no idea when it started to build permanent highways that the present immense traffic would follow."
"The commission does not aim to rush the road game this summer as there would be a shortage of labor and we do not intend to call out labor for the roads when it proves a detriment to other industries."
The voluminous clippings from the press of Oregon collected in the office of the association lend encouragement to the men who are devoting their time and efforts to explaining the measure by reaching the people through the same press. A very few are on the fence, asking in so many words: "What will we get out of it if the measure carries?" In order to tell them, the corrected list of highways to be completed has been compiled through the efforts of W. L. Thompson, president, who has requested C. C. Chapman to make a definite statement that the following roads may be completed if the measure carries, whereas if it fails to carry they cannot be completed for years:
Pacific, John Day, Old Oregon Trail, Central Oregon, Baker-Cornucopia, McKenzie River-Crooked River, La Pine-Lakeview, Klamath Falls-Lakeview, Ashland-Klamath Falls, West Side, Crater Lake, Corvallis-Newport, Coos Bay-Roseburg, Yamhill-Nestucca, Tillamook-Astoria-Columbia River, The Dalles-California, Mt Hood Loop and the Corvallis-Alsea and Waldport Highways.
It may be readily seen that every county in the state is interested and every resident of every county would do well in considering the measure.

Cutting Glass Circles.
It is possible to break out circles of glass, such as lenses for headlights, by making a number of straight cuts from the edge of the glass and breaking these sections out one at a time. Be careful not to cut inside the line of the circle to be cut.

Scientific Research.
Philip, who had received as a birthday present a beautiful new microscope, presently attached the cork with the exclamation: "Hey, cork, lend me a few will you? I'll give it back to you in three minutes!"

His Poor Luck.
Bricklayer (who has fallen two stories without injury)—Just my luck! I paid my accident insurance only yesterday, and now I ain't hurt a bit!"
—Boston Transcript.

FORMER HEPPNER MAN NAMED O. A. C. EXTENSION DIRECTOR
Oregon Agricultural College, Corvallis, May 8.—Oregon has a new agricultural college extension director, Paul V. Maris, for the last five years state leader of county agent work in Oregon, has been named director of the O. A. C. extension service by the board of regents on the recommendation of President W. J. Kerr.
Mr. Maris is an expert of agricultural education and educated agriculture. He is the son of N. C. Maris educator and livestock breeder who

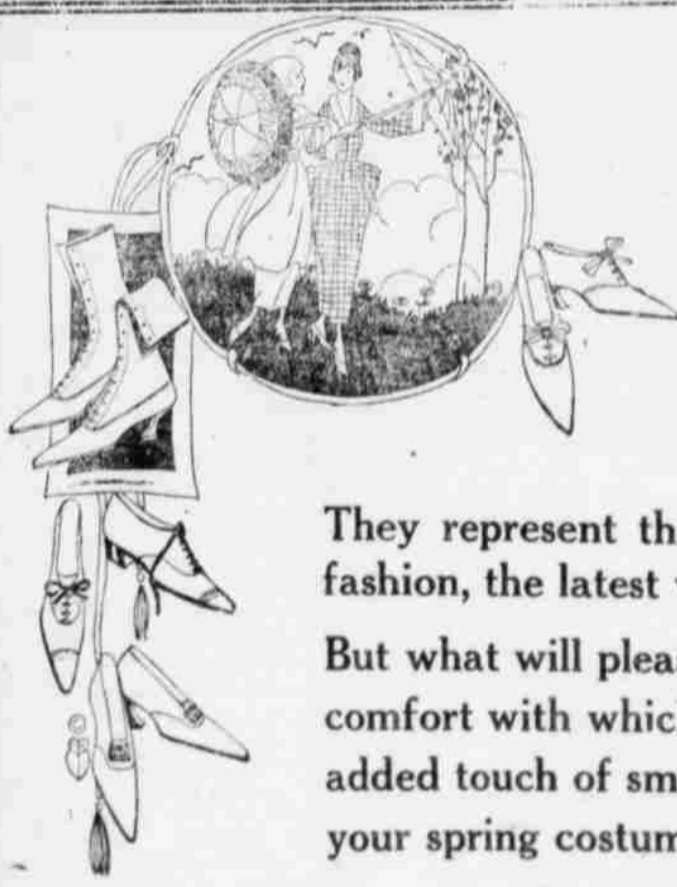
has represented the agricultural activities of the state department of education for a dozen of years.
The new director was born and reared on an Oregon farm, and spent his early years on a stock ranch near Heppner. He is a graduate of the University of Missouri after graduation from Pacific college, Newberg, and special training at the Wisconsin university.
The organization of agricultural interests through county agent and farm bureau work under the direction of Mr. Maris has not only been tremendously profitable to Oregon agriculture, but has also attracted the

favorable notice of the federal agricultural officials. Of his new duties he says:
"Interest of farm people is now centered in a more efficient system of marketing farm produce, in practicing the most approved farming methods, draining wet lands and irrigating dry lands, adopting business methods on the farm, controlling insects, disease and rodent crop pests, interesting farm boys and girls in rural life through club work, bettering the farm and social life of farm women, and in coordinating all forces for development of the highest type of civilization."

Morrow Heights Addition

Because of certain changes deemed advisable, no lots will be offered for sale at present.

J. W. MORROW



This New Footwear is Attractive

They represent the newest dash of fashion, the latest whim of style. But what will please you most is the comfort with which they fit and the added touch of smartness they add to your spring costume.

They are, of course, created in all of the most favored leathers for the season.

Ladies' Shoes \$5 to \$15 Men's Shoes \$5 to \$14.50

HOSIERY OF SILK OR COTTON
In this Spring offering you will find many convincing reasons for coming here to buy your Hose.
A goodly assortment of colors at each of the several prices. From
50c to \$3.50



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