

# THE HEPPNER HERALD

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### A CREDIT TO MORROW COUNTY

A study of the Morrow county vote on the nine measures submitted to the people last Friday shows a result that is not only a credit to the progressive spirit of the county but also that the big hearted people of the bunch grass country are willing and ready to put up some of their money to aid the unfortunate.

While every measure of the ballot was carried by heavy majorities the measure providing for the erection and equipment of a modern school for the blind was given the heaviest affirmative vote of all.

The 4 per cent road bond measure was plainly a business proposition and was recognized as such by the voters. The educational bills were looked upon largely as business propositions on the ground that in this age education pays in dollars and cents. But the Blind School must have been looked upon as a purely humanitarian measure for the reason that the number of blind children in the county is negligible.

The vote is a credit to the big hearted, open handed people of Morrow county.

### YOUNG MAN LOSES THUMB

While operating a wood saw at the John McEntire ranch last Wednesday, Joe Steimer, a young man employed on the ranch got his hand too close to the saw when the thumb was amputated above the second joint. So neatly was the job done Steimer thought a stick had struck his hand until he had moved away some distance from the saw when he looked back and saw his thumb lying on the block. He was brought to town at once and given medical attention.

Sam Barnett, business man of Arlington, motored up from the Columbia river city Saturday in his new Studebaker six on a business trip.

### MAY ESTABLISH UPTOWN EXPRESS OFFICE.

As a direct result of the activities of a committee appointed by the commercial club a few weeks ago to take up the matter of free express delivery in Heppner, R. C. Hlatt, auditor of the American Express Co., visited Heppner Thursday to make an investigation of the local situation and report to his company.

After looking the situation over carefully and conferring with many of the business men Mr. Hlatt took preliminary steps towards securing a suitable building in the uptown business district with an agent to look after the express business. The gentleman had no definite statement to make regarding the probable action of the company, but his attitude seemed to be distinctly favorable to giving Heppner a better service.

The gentlemen composing the committee to whom credit is due this action are John Patterson, Sam Hughes and George Aiken.

A definite reply from the company is expected at an early date.

### CHILDREN POISONED AT ARLINGTON

Mr. and Mrs. Ben McMullen and Harry McMullen were called to Arlington Friday by the death of the five-year-old son of their brother, Tom McMullen, of that town. The child and his three-year-old brother were playing around the place as usual during the morning and at noon were taken violently ill the older boy passing away in a few hours. The smaller child was rushed to a hospital at The Dalles where it was reported Sunday morning he would probably recover. What the children could have picked up and eaten that would produce such disastrous results is not known. The little boy was buried at Arlington, Saturday. Mrs. Ben McMullen is yet at The Dalles assisting with the care of the child in the hospital there.

### HIGHWAY WORK IS RESUMED

Federal Aid Undertakings Actively Taken Up After Armistice, Says Secretary Houston

Delayed in its program of good roads construction by the war and interrupted at the end of that period by a condition of badly run-down highways, the federal government, co-operating with the highway departments of the several states has resumed the vigorous prosecution of the work, and, says David F. Houston, secretary of agriculture, there is now no special obstacle to the construction, in the different states of the Union, of those roads which serve the greatest economic needs. In his annual report, Secretary Houston says:

"Good roads are essential to the prosperity and well-being of urban and rural communities alike. They are prerequisite for the orderly and systematic marketing of farm products for the establishment of satisfactory rural schools, and for the development of a richer and more attractive rural life. Recognizing these facts the federal government, through the passage of the federal aid road act in 1916, inaugurated a policy of direct financial participation in road-building operations in the various states. This act appropriated \$75,000,000, to be matched by an equal amount from the states for the construction of rural post roads over a period of five years, and \$10,000,000—\$1,000,000 a year (or 10 years—for roads within or partly within the national forests. It required each state to have a responsible central highway commission with the requisite powers and funds. All the states have complied with the terms of the act, although it was necessary for them to enact additional legislation, or to amend their constitutions; to provide sufficient funds to match the federal apportionment; and to strengthen existing central highway bodies or to create new agencies.

"When these preliminary steps had been practically completed and the department and the states were about ready to proceed vigorously with the actual construction of roads, the United States entered the war. It soon

became necessary greatly to curtail highway building because of the difficulty of securing transportation, construction materials, and the requisite services. After the armistice was signed, arrangements promptly were made for the active resumption and vigorous prosecution of road work in all sections of the country, not only with a view to repair the damage wrought by the heavy traffic forced upon our highways during the war, when maintenance operations were seriously interfered with, but also to provide adequate transportation facilities to serve the increased needs of agriculture and industry. Recognizing also that road-building activities would furnish suitable employment for many unemployed men during the period of transition from war to peace, the congress at its last session, accepting the recommendation of the department of agriculture, appropriated \$200,000,000, in addition to the \$85,000,000 provided by the original act, for the extension of road construction in co-operation with the states, and also made some important amendments to the act. The definition of the kind of roads that can be constructed was greatly broadened and the limitation on the federal contribution for any one road was increased from \$10,000 to \$20,000 a mile. These amendments have greatly facilitated consideration of and action upon the road projects submitted by the state highway commissions. There is now no special obstacle to the construction, in the different states of the Union, of the roads which serve the greatest economic needs."

### GOOD ROADS ADD HAPPINESS

Bring Farmer and Family Within Few Minutes of Neighbors, School, House and Stores.

The modern farmer and his family are, with good roads, within a few minutes of their neighbors, of the movies and libraries. Nothing stands in the way of going 25 or even 100 miles from home on a Sunday to visit relatives or friends. In this moving world he is more contented and happy.

### WOOD AND JOHNSON RUN CLOSE RACE IN COUNTY

(Continued from Page 1)

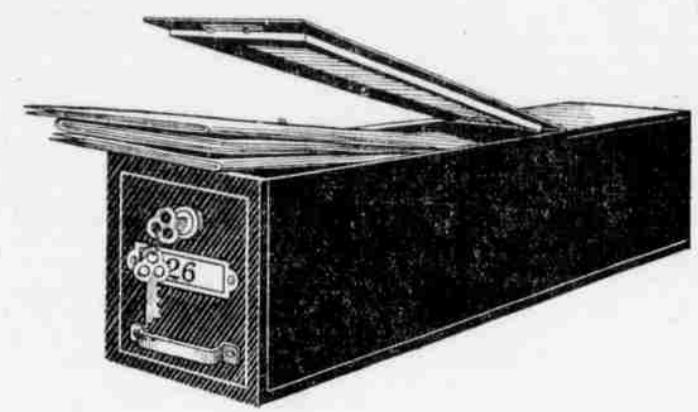
as delegates at large to the republican national convention the following were successful in this county:

R. B. Butler, of Wasco county, 273; John L. Rand, of Baker county, 251; N. C. Davis, of Multnomah county 217; Chas. H. Corey, of Multnomah county, 154.

Four candidates for the republican nomination for delegates to the national convention from the second congressional district appeared on the ballot of whom W. H. Brooke, of Malheur county, with 248 votes and M. E. Donnell, of Wasco county, with 245, were the high men.

For vice president on the republican ballot Henry Cabot Lodge received 201 votes, and Wm. Grant Webster and Elwood Washington, two unknowns, received 113 and 127 respectively.

For presidential electors Clarence Hutchins, John Y. Richardson, Walter H. Robb, of Multnomah county



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**First National Bank**

HEPPNER, OREGON

# The Tube



**How Firestone Is Able to Produce the Finest Laminated Inner Tube and Still Hold to a Moderate Price**

**Firestone Man Power:** Firestone has gathered together a remarkable body of workers, 17,000 strong—many of them stockholders in the Company. Men financially interested in the success of their product do better work.

**Firestone Buying Power:** Firestone has established purchasing headquarters at Singapore in the Straits Settlement where 85% of the world's rubber is produced. Thus Firestone gets first choice

of the raw product at quantity prices. And this saving is turned back to car owners.

**Firestone Selling Power—** Firestone's immense production requires a widespread distribution system. Sixty-five branches and 46,000 dealers throughout the United States selling Firestone Tubes assure a fast-moving product, which means fresh stock at all times—most miles per dollar in tubes as well as tires.

# Firestone

## Star Theatre

20c and 30c

Due to a mis-shipment of last Sunday's pictures our week's programme as advertised, is slightly altered, as follows:

**Tuesday, Tonight**  
**Stroheim's Blind Husbands**

**Wednesday, May 26**

ALICE JOYCE IN

**"The Sporting Dutchess"**

**Thursday, May 27**

DOROTHY PHILLIPS IN

**"Paid in Advance"**

**Friday, May 28**

Griffiths

**The Girl who Stayed Home**

**Sunday, May 30**

BRYANT WASHINGTON IN

**"Venus in the East"**

From Wallace Irvin's story of same name in Saturday Evening's Post.

## Star Theatre

B. G. SIGSBEE, SOLE OWNER

Joseph Hume, of Linn county, and F. K. Ivanhoe, of Union county, were favorites.

For U. S. senator R. N. Stanfield received 422 votes and Albert Abraham received 168.

N. J. Slinnot, present congressman, from this district was a prime favorite, receiving 406 votes to 204 cast for his opponent, Owen Jones, of Baker.

Sam Kozar grabbed the Morrow county vote for secretary of state with 198 votes, his nearest competitor receiving 121. Five other candidates for this nomination tagged along with as low as 28 votes.

Every candidate for a county office played a lone hand and received about all the votes in sight.

On the democratic ticket Morrow county voters selected the following delegates at large to the democratic national convention: T. H. Crav-

ford, of Union county, 98; Will E. Purdy, Marion, 86; Geo. T. Baldwin, Klamath, 61; Mrs. Maria L. T. Hadden, Multnomah, 60.

Delegates to national convention from second district: Will B. King, Malheur, 75; Geo. C. Blakely, Wasco, 68.

For president of the United States, William Gibbs McAdoo had the track to himself and polled 128 votes which is not so bad for Morrow county.

Wm. T. Vaughn, of Oregon, but not a city official of Heppner, was choice for vice president with 103 votes.

Presidential electors favored were Oscar Hayter, of Polk, Dr. Hodlund, Robert A. Miller, Elton Watkins, of Multnomah, and Celia L. Gavin, of Wasco.

For U. S. senator, George E. Chamberlain, of Oregon, receive 108 votes and Harvey Starkweather got 45. For congress, second district,

106 votes. Charlie Sperry took all the honors on the democratic county ticket and divided them with himself.

Following is the vote on the various measures:

Eminent Domain—Yes, 697; no, 185.

Four Per Cent Road Limit—Yes, 624; no, 227.

Restore Capital Punishment—Yes, 579; no, 288.

Crook and Curry Bonding—Yes, 364; no, 223.

Successor to Governor—Yes, 536; no, 229.

Higher Education—Yes, 553; no, 213.

Soldiers and Sailors Education—Yes, 506; no, 390.

Elementary Schools—Yes, 694; no, 260.

Blind School Tax—Yes, 635; no, 202.