

THE HEPPNER HERALD

AN INDEPENDENT NEWSPAPER

S. A. PATTISON, Editor and Publisher

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HEPPNER SHOULD JOIN HANDS FOR POWER DEVELOPMENT.

THE meeting held at Umatilla last Wednesday for the purpose of initiating a movement having for its object the development of hydro-electric energy at Umatilla rapids in the Columbia river, was evidently attended by a body of representative live wires from the different towns and communities of Morrow and Umatilla counties, and the manner in which they went after the big problem indicated that they meant business.

A few salient facts about the project and its possibilities as collated by E. B. Aldrich, of the East Oregonian, are:

Flow of river per second feet double the flow per second feet at great Keokuk dam on Mississippi.

Most feasible power project on Columbia river because of easy engineering task, light cost and immediate utilization of power for irrigation.

110,000 acres of land may be watered through use of pumps directly connected with turbines.

558,000 acres of land susceptible of reclamation by pumping in vicinity of project.

Total estimated cost of power project, including dam utilization of power for irrigation.

Project would develop 120,000 continuous horse power with 200,000 additional horse power during irrigation season.

Cost of construction per horse power would be \$75 for continuous power and \$57.50 for irrigation power.

Approximate cost of power project per acre of irrigated land, \$50.

Estimated annual productivity tributary land when irrigated, \$30,000,000.

These facts should set all of us in eastern Oregon to thinking about the possibilities of development that are lying at our door, and should prove a sufficient incentive to make everybody get together in a united effort to solve the problem.

Pendleton is taking a deep interest in the matter, and has already arranged for another meeting to be held in that city next Saturday, when it is expected a permanent organization will be formed.

Heppner had only one representative at the Umatilla meeting. We should send at least a dozen to Pendleton Saturday.

The project is some undertaking, but not so great as many other big things that have been undertaken and finished in other sections.

It is worth while for Heppner people to think what it would mean to us as a town and as individuals if the Heppner Light & Power Co. could discard their expensive steam power plant, tie on to such a project and be able to supply their customers with cheap water power current.

The Commercial Club, the Civic Club, the Farm Bureau, the Brotherhood—every similar organization in Heppner—should send a delegation to Pendleton. It's worth getting behind.

A REAL CHANCE FOR EMPIRE BUILDING.

THAT the Lord helps those who help themselves is the successful man's motto and it is the spirit in which representative citizens of Umatilla and Morrow counties yesterday started upon the ambitious proposition of trying to bring about the development of hydro-electric power at Umatilla rapids. It is the spirit in which a meeting to be held at Pendleton on February 5 is being staged.

This movement is rapidly growing in strength and it will eventually succeed if the right work is done. This because the basic facts in the case justify success. It will not only show that the Umatilla rapids project is feasible, but the facts show that from an engineering standpoint and from the standpoint of present day usefulness the project is superior to all other Columbia river projects for early development.

The great advantages possessed by the project are that the engineering task is simple, the cost comparatively light and above all else the power needed right now for the irrigation of a vast area of waste land. We have a ready answer to the question, "What are you going to do with the power?" We will use the power to reclaim the desert, thus increasing production and adding to the taxable property in Oregon and Washington. On top of that a vast amount of power will be available for railroad electrification, when desired, and there will be abundant power for industrial and domestic uses in the contiguous territory.

That these facts are not generally known we must admit. They have not been fully known even to the people in this region. As one speaker expressed it yesterday, Oregon, like Little Boy Blue, has been "under the haystack fast asleep," while Washington, California and Idaho have been busy trying to make use of their natural resources.

However, the handicap is one that can be overcome and it should be overcome. The first steps must necessarily be taken by the people of the immediate territory. If we of this section are indifferent to a great wealth producing agency at our very door, how can we expect others to take note?

In awakening interest in the project there is every

reason to expect valuable help. The railroads are seriously interested, it is believed. The federal government should be interested not only because of the reclamation possibility, but also because the project will overcome navigation obstacles on the upper river. The people on the Washington side have the same interest that we have and we may logically anticipate their support.

It is needless to say that if power is developed at Umatilla rapids it will be the greatest industrial step ever undertaken in eastern Oregon. In fact, it will be the greatest project in the northwest, if not in the entire west. The benefits will be beyond imagination.

Now that the ball is started, let's keep it going. "Where there's a will there's a way."—East Oregonian.

DR. HAYDEN IN JAIL AT CONDON.

Dr. D. S. Hayden, formerly of Hardman but for the past month a resident of Arlington, is now languishing in the county jail in this city. From all reports, the doctor has been trying to break into jail for some time past.

Monday Dr. Hayden and Mrs. Hannah Deen, a former resident of Hardman, were arrested in Arlington and taken before Justice of the Peace H. W. Lang, charged with lewd cohabitation. Preliminary hearing was waived, and the doctor was bound

over under \$500 bond to await the action of the grand jury, while Mrs. Deen was allowed to go on her own recognizance. District Attorney Weinke made the trip to Arlington to prosecute the case.

Both of the parties to the case resided at Hardman for some time and Mrs. Deen and her husband were recently divorced, the husband being given the care of their four little children. He had allowed the mother to have charge of one of them, but recently heard of the conditions at Arlington and the arrest was the result of his activities.

Dr. Hayden had only been at Arlington for a short time but is well known here and all over this part of the state. He has the reputation of being a man of considerable ability, and has performed several successful operations in this city. But for some time past he has been on the black list of the local doctors on account of his irresponsibility. At one time it is said that the officers in Morrow county went to Hardman after him in order to examine him as to his sanity. He happened to be out of town.

Dr. Hayden increases the population of the jail to four, the largest number that has been there for many

years. He may have to remain there until the June term of court, as there is no grand jury at the present time, and he has never been indicted.—Condon Globe-Times.

Mrs. Thomas Grabbil of Ione underwent amputation at the Moore hospital last Wednesday.

Mrs. Walter Dnucan, who was obliged to return to the hospital after being discharged, following a major operation has again so far recovered as to be able to return to her home.



DR. LOUIS ALBERT BANKS.

Arrangements have been made for the appearance of Dr. Louis Albert Banks, preacher and lecturer of national reputation, in Heppner, and he will be at the Christian church on Thursday evening, February 8th, coming here under the auspices of the Federated and Christian churches of this city. Dr. Banks will handle a subject of very vital interest to the people of this city and the public is cordially invited to come and hear him. He is one of the most noted preachers and lecturers of the nation.

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Vessels showing the various types, dimensions and number available for sale are as follows:

- | Number Available | Type | Designation | Dimensions | Engines | Boilers | Water Tube | Cargo | Hull |
|------------------|----------------------------------|---------------------------|---|---|--|---|------------------------------|----------------------|
| 5 | DAUGHERTY TYPE | Designated d. w. t. 4,920 | Length, 280 feet; Breadth, 48 feet; Depth, 28 feet 6 inches | Bunkers-Coal, 574.5; Daily Fuel Consumption, 28 | Speed, 10; Steaming Radius, 8,218 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Bab. & Wilcox | Water Tube |
| 17 | BALLIN TYPE | Designated d. w. t. 4,165 | Length, 258 ft.; Breadth, 46 ft.; Depth, 28 ft. 6 in. | Bunkers-Coal, 5,659; Engines, Trip. Consumption, 30 | Speed, 8; Steaming Radius, 2,584 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 153,491 |
| 10 | PENINSULA TYPE | Designated d. w. t. 4,000 | Length, 263 ft.; Breadth, 48 ft. 8 in.; Depth, 27 ft. 6 in. | Bunkers-Coal, 6,072; Daily Fuel Consumption, 34 | Speed, 10; Steaming Radius, 4,056 | Engines, Turbine West; Boilers, 2 Stand. Water Tube | Cargo, Bale, 145,941 | Grain, 10,943 |
| 6 | PAC. AM. FISHERIES TYPE | Designated d. w. t. 3,500 | Length, 268 ft. 4 in.; Breadth, 46 ft.; Depth, 26 ft. 6 in. | Bunkers-Coal, 483; Daily Fuel Consumption, 20 | Speed, 8; Steaming Radius, 4,051 | Engines, 2 Trip. Exp. alt. 1. H. P. 1,500 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 121,585 |
| 1 | ALLEN TYPE | Designated d. w. t. 3,652 | Length, 274 ft. 4 in.; Breadth, 44 ft. 9 in.; Depth, 26 ft. 4 in. | Bunkers-Coal, 487.2; Daily Fuel Consumption, 20 | Speed, 8; Steaming Radius, 4,056 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 145,806 |
| 1 | LARK & OCEAN NAVIGATION CO. TYPE | Designated d. w. t. 2,500 | Length, 245 ft.; Breadth, 42 ft.; Depth, 26 ft. | Daily Fuel Consumption, 20 | Speed, 10; Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 145,806 | Grain, 17,488 |
| 12 | McCLELLAND TYPE | Designated d. w. t. 2,575 | Length, 270 ft.; Breadth, 45 ft.; Depth, 24 ft. 3 in. | Bunkers-Coal, 290; Daily Fuel Consumption, 25 | Speed, 9.3; Steaming Radius, 2,584 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 132,411 |
| 186 | PERLIN TYPE | Designated d. w. t. 2,558 | Length, 268 ft.; Breadth, 45 ft. 2 in.; Depth, 25 ft. 6 in. | Bunkers-Coal, 477; Daily Fuel Consumption, 24 | Speed, 8; Steaming Radius, 2,584 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 145,806 |
| 21 | HUGH TYPE | Designated d. w. t. 2,485 | Length, 274 ft.; Breadth, 46 ft.; Depth, 25 ft. 6 in. | Bunkers-Coal, 477; Daily Fuel Consumption, 24 | Speed, 8; Steaming Radius, 2,584 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 147,680 |
| 11 | GRAY'S HARBOR TYPE | Designated d. w. t. 4,000 | Length, 274 ft.; Breadth, 46 ft.; Depth, 25 ft. 6 in. | Bunkers-Coal, 524; Daily Fuel Consumption, 20 | Speed, 8; Steaming Radius, 2,584 | Engines, 1 Trip. Exp. alt. 1. H. P. 1,400 | Boilers, 2 Stand. Water Tube | Cargo, Bale, 137,467 |

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The Board reserves the right to reject any and all bids. SEALED BIDS should be addressed to the Secretary of the UNITED STATES SHIPPING BOARD, WASHINGTON, D. C., and indorsed "SEALED BID FOR STEAMSHIP (Name of Ship)" and "Do Not Open."

Ship and Sail Under American Flag

First Suggestion. "What do you suppose the first quarrel between Adam and Eve was about?" "I guess she pitched into him about raising Cain."

The Distraction. Also we reckon the reason Captd makes so many bad shots is that he aims at the heart while looking at the hostility.—Dallas News.

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