

HEPPNER HERALD

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HIGH SCHOOL OPERETTA PLEASED BIG CROWD

HEPPNER HOME TALENT AGAIN SCORES HIT

"Love Pirates of Hawaii" Shows Much Natural Talent and Careful Training

Students of Heppner high school covered themselves with glory at the Star theatre last Tuesday evening, when they so delightfully presented the light opera, "Love Pirates of Hawaii," to a large and appreciative audience. They also proved that there is a world of talent latent stored away amongst the youngsters of this community that only needs to be uncovered and trained to supply a large part of entertainment for the public of a really high order.

The Heppner city band aided with the program on the extent of two or three splendid numbers and Mrs. Chester Darbee also favored with a vocal solo.

Other specialties or between-act features were the good old Scotch dance, the Highland Flute, by Misses Velma Case, Mary Clark and Leola Bennett, a saxophone solo by Kenneth Merritt, a song and dance act by little Missa Elinor Cole and Patricia Maloney, and a timely sermon on love, courtesy and marriage—and other reasonable topics—by Ted Young.

Velma Case and Bernice Sigbee took the leading feminine parts with much credit, and Elmer Peterson, as the hero, and Alvin Boyd, as the pirate chief, were well suited to their parts. Coramane Crawford, Mary Clark, Leola Bennett and Florence Casson represented rich Hawaiian girls, and Raymond Ferguson was "Scary", a pirate.

The personnel of the two excellent choruses was: Hawaiian girls—Dorothy Patterson, Violet Hynd, Violet Merritt, Mary Van Vactor, Meecedeith James, Agnes Bond, Andrea Grosvenor, Pearl Hill, Bernice Franklin and Irla Winland.

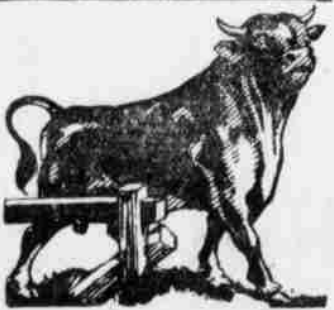
Pirates—Jared Aiken, Ed Childsey, Roland Humphreys, Richard Howell, Paul Aiken, Paul McDuffee, Miller Huston and Carl Casan.

GLOBE-TIMES, SORE AT CARLSNER, DIGS IN

Just why Mr. Carsner wants to desert Wheeler county for Slum we have not heard. Perhaps the taste he got of political blood at Salem to his liking and Slum looked as good as any other place to continue his activities as a farmer and stockman. Mr. Carsner has proven his ability as a legislator by proving his admirability; but what has he done to be sent down to four years in Slum—unless he is trying to divert traffic from the John Day Highway through Heppner, which would be regretted by both Fossil and Condon?—Globe-Times

Dan Stalter returned last Wednesday from a four months' visit in California, which he enjoyed to company with his sister who resides in Indiana, and her son and his family, who live in Nebraska. The party stopped first at San Francisco, then went to Los Angeles, Long Beach, San Diego, and over into Old Mexico. Returning, they stopped at Redlands, California, for a visit with J. C. Brown and family, former residents of Blackhorse. Mr. Stalter says the Browns are ideally situated on the slope overlooking Redlands and the surrounding valley. J. C. Brown, his son, W. E. Brown and two sons-in-law all own beautiful orange grove home. Oranges, lemons, grapefruit, etc. are a daze on the market down there this year. Mr. Stalter says the choice fruit brings only a cent and a half per pound. Mr. Stalter will go to his Mayflower mine about May 15.

Judge Campbell went to Lexington this morning to look after some road matters in that locality.



GENUINE "BULL" DURHAM
tobacco makes 50 good cigarettes for 10c

HIGH SCHOOL NOTES

At last spring to have and baseball is in full swing. The diamond is being worked into good shape and the high school team is preparing for a brush with Lexington Saturday. Other teams that the High School expects to meet during the year are: Heppner, Stanfield, Wasco, More, and Pilot Rock. Heppner has a good line of material this season and should put out a team that will make a record equal to that of the foot ball and basket ball teams.

For several reasons Heppner high does not intend to send a team to the Morrow county inter-school meet this season. We feel that we cannot take up truck and do justice to baseball so there will be no track meet for Heppner high.

NOTICE—The freshmen class offers a reward of one (\$1) for before having leading by the trial and conviction of the party or parties involved in the seizure and possession of the property of their new pennant, which half of them have never seen.

BUREAU WOULD FINISH ORE. WASH. HIGHWAY

REGARD THE MATTER AS COLD BUSINESS PROPOSITION

Want Highway Finished to Reduce Taxes. Oppose Bond Issue or Any Tax Increase

Executive committee members of the Morrow County Farm Bureau held a luncheon meeting at the Hotel Patrick Saturday noon, when the question of completing the ungraded link of the Oregon-Washington highway between Heppner and the Beyer ranch, was discussed with a committee from the Commercial club.

The meeting was entirely harmonious, and the discussion, while bringing out many divergent views, was without friction. It was simply a speaking out of a knotty problem by a bunch of level-headed business men to the apparent satisfaction of all.

Oscar Keshley, president of the Bureau, presided at the meeting, the other committee members being R. W. Turner, Ed Reisman, Ed Rugg, S. L. Stephens and A. J. Knobloch. The mission of the committee from the Commercial club was introduced by W. W. Sneed, who set forth the road situation, bringing out the facts as set forth in a report of the Commercial club meeting of Friday evening.

S. E. Notson was also called upon to speak on the road district law, and L. A. Hunt pointed out that while all agreed that the highway must be built, it might be done either by diverting the market road money or by a new bond issue.

R. W. Turner spoke strongly in favor of completing the highway as a matter of good, sound business, stating that the completion of the highway from the Gilliam county line to Butter creek, which seems to hinge on the grading of the nine miles below Heppner, would relieve the county of the cost of maintenance of some 60 miles of road which is some item. The fact that the state will have to expend almost a half million dollars to complete its share of the work is also worth considering, and the fact that if the road is not completed this year it may be as it is for several years to come should also be noted. Messrs. Stephens, Rugg and Knobloch and others concurred heartily in Mr. Turner's conclusions.

Following the discussion on motion by Mr. Turner, County Agent Hunt was instructed to select a committee to assist him representing the bureau and commercial club, and take steps to ascertain the wishes of the farmers of the county regarding the matter.

It is understood the highway commission as a body will visit this county within the next week or so, to look the matter over, and they desire a definite expression of the wishes of the people as regards completing the highway this year.

CLEAN-UP NOTICE

Notice is hereby given to all citizens that Tuesday, April 12, 1921, has been designated as "Clean-up Day," and that all property in the city must be thoroughly cleaned of all debris and refuse by that date. This order includes all residence and business properties and vacant lots and streets and alleys adjacent thereto. All refuse matter, debris, etc., must be collected and placed in sacks or boxes or in piles in the streets or alleys convenient for loading, on or before the day above named, when city trucks will be provided to haul all such refuse away without cost to the property owners. Any property left uncleaned after April 12, 1921, will be cleaned up by the city and the cost thereof will be charged against the owner of the property so cleaned.

Dated at Heppner, Oregon, this 23rd day of March, 1921.
E. G. NOBLE, Mayor.

E. P. Marshall and W. L. Thompson were here from Pendleton Sunday, conferring with highway commissioner Barratt on Umatilla road matters.

STANFIELD PLANS BIG FEDERAL ROAD FUND

WOULD BE \$145,000,000 AVAILABLE ANNUALLY

Oregon Senator Argues That Plan Would Distribute Burden Fairly And Help Betterment Work

(Washington Washington Bureau) WASHINGTON, March 28.—More than \$145,000,000 now derived annually by the government from sales taxes imposed on the products of motor vehicle industries will be made available for federal highway construction by an amendment drafted by United States Senator R. N. Stanfield to the federal highway appropriation bill.

Changes in Plan The amendment drafted by Senator Stanfield proposes to place all revenues derived from the sales tax into a federal highway fund, and to substitute this method of financing for highway construction in lieu of the present method of making specific appropriations out of the general fund.

In support of his proposed method the senator has issued the following statement:

"The present method admits of a limited program only and depends upon further appropriation by congress to permit a continuation of the federal highway work, while under the method which I propose the program is a continuous one and limited only by the amount of revenues collected each year.

"The public highway transportation system is built from public funds to be used without toll or charge by the public, and the equipment is owned and operated by the individuals.

Divided Costs "The terminal facilities and the road over which railroad equipment is operated is owned by the railroad companies while the terminals and road over which motor equipment is operated are constructed and maintained by the public.

"The highway transportation system is basically divided into three parts:—(a) federal highways are those roads upon which a large part of the traffic is long distance and interstate, and (b) state highways upon which the traffic is mostly intrastate and all within the state, and the (c) county highways, those upon which the traffic is nearly all confined within the limits of the county.

"The federal highways are used both for inter-state and intra-state traffic and the cost of the construction and maintenance should be born jointly by the federal government and by the state in proportion to the use and benefits received by each.

"State roads are likewise used for local and inter-county traffic, and the cost in turn should be paid jointly by state and county in proportion to the benefits.

"The county roads are local market roads within the county and should be built and maintained by county funds.

Fair Plan Needed "The counties are meeting their part of the obligation by the levying of direct taxes upon the property for road purposes and the issue of county bonds which must be paid from the same source.

"The states are securing funds to meet their share by requiring annual license fees upon motor vehicles operated in the state, and in some instances on a tax on gasoline.

"How shall the federal government secure the funds to meet its part of this obligation to the public.

"A bond but fair rate is that all that receive use and benefits should pay the cost. This rate is applied in both water and rail transportation. Why not in highway transportation? The railroad equipment would be useless without a track to operate on and this track is provided by the owners of the equipment.

"The motor equipment is useless without proper highways to operate over. Why should the owners of this motor equipment pay the larger part of building and maintaining the highways?

"In that no tolls are exacted, some other method must obtain. Why not the levy of a sales tax on equipment such as is now in force and applied not only to the vehicle industry but to many other industries for the purpose of raising revenue for government purposes.

"The users of motor vehicles receive direct money benefits from every mile of road improved in the form of a decrease in repair bills, extended life of the vehicle, increased miles in tires and gas and increased efficiency. Over poor roads this would be purely a waste.

COM. CLUB DISCUSSES HIGHWAY SITUATION

BEST METHODS FOR COMPLETING ROAD DEBATED

Other Questions Discussed at the Meeting in Hotel Friday Evening

Heppner Commercial club held a meeting in the dining room of Hotel Patrick Friday evening, and after routine matters were disposed of, the secretary was instructed to call the annual dues to the Oregon State Chamber.

W. W. Sneed brought up the matter of a new instructor for the hand, stating that James Austin, present instructor, expects to leave April 1, and send a letter from George Marsh of Portland offering to take the position at \$100 a month. It is understood that the club and the Patton-Trencher association will cooperate with the Commercial club in financing the hand instructor and Mr. Sneed was instructed to secure further information regarding Mr. Marsh's qualifications, and the hand committee was instructed to take the matter up with the other organizations.

On motion by Charles Thomson, the club made an appropriation of \$1.50 per member to the Umatilla Power Development association expense fund.

A request from the Heppner library association for a donation from club funds for library purposes, was laid on the table.

The most important matter claiming attention was the completion of the unfinished link of the Oregon-Washington highway from a point below Lexington to Heppner. This subject was rather thoroughly discussed by members present, and it was the unanimous opinion that the road must be finished this year if possible.

W. B. Barratt was present, and while he declined to take an active part in the discussion as a partisan for or against the project, his position as state highway commissioner, including his taking an active part, he gave the members considerable valuable information regarding the present highway situation as it affects the entire state.

S. E. Notson discussed the new road district law, showing that as it does not go into effect for some time any action taken under its provisions would be too late to get work under way until late in the summer.

W. W. Sneed presented the proposal of using the market road fund of 1921 of some \$25,000 to complete the highway, making it plain that while this plan seemed most feasible to him, he believed the question of diverting the market road fund to a bond highway should be put up to the farmers of the county and decided by them. In this view the club as a body joined.

A committee composed of S. E. Notson, P. R. Brown, L. A. Hunt, was appointed to meet with the Farm Bureau on Saturday to discuss the matter with that body.

From information gleaned at the meeting Friday night the situation seems to be about as follows: Nine miles of highway from Beyer's ranch to Heppner, remains to be graded at the expense of the county.

No county funds are available for the purpose except the market road fund.

The only remaining way to secure the necessary funds would be by a bond issue or by inducing the highway commission to build the road and charge the amount up to the county to be raised and paid next year by a direct tax.

There remains at the present time only some \$7,000,000 in the state highway fund. Practically every county in the state is clamoring for a portion of this money. Wasco county, alone, is proposing to bond herself for \$800,000 to match an equal amount from the state to build the Dallas-California highway.

If Morrow county is to receive any portion of this state money, we must act quickly, as the state highway commissioners expect that the entire amount will be apportioned within the next six months.

If the Morrow county section is not completed this year it is improbable that it will be completed for several years to come, as no more state bonds can be sold until some of the present bonds have been retired. As soon as one or more full units of the highway is completed the state will take over the cost of maintenance, relieving the county of a very considerable burden and leaving several thousand dollars in the road fund to apply on market roads.

These facts having been brought out it was generally conceded that under the present, unusual conditions the use of the market road money is the most feasible plan, but definite action was deferred until an expression from the Farm Bureau could be had.

J. W. Fritsch, recently elected secretary of the club, tendered his resignation as he is about to leave the city. His successor has not yet been chosen.

The logical method for the government to provide funds for carrying on its part in this great highway program of the motor age?

CARSNER MAY GO AS MINISTER TO SIAM

In an article relative to many Oregonians who are seeking positions in the diplomatic service, the Oregonian has the following to say on Bob Carsner:

E. E. Brodie, newspaper man of Oregon City, is an active candidate for the Siamese job under the Harding administration. Of course, there is no guarantee that this appointment will be awarded to Oregon, but a precedent has been established, both as to Oregonians and newspaper men filling the place, as Mr. Brodie meets both requirements.

R. J. Garner, of Sprax, representative in the legislature for Gilliam, Sherman and Wheeler counties, is said to be ready to exchange the scenery of spray for the busy and picturesque parts of Bangkok and instead of riding a cayuse he is willing to tackle an elephant. Representative Garner cannot speak Siamese fluently, but for that matter the Siamese language does not flow trippingly from the tongue of Edgar Brodie, so history may even be between the aspirants of Oregon City and Sprax. Mr. Carsner has asked for endorsements, with what success is not known. If the job was within the grasp of Senator Stanfield alone, Mr. Carsner would figure on an inside drag.

VOLUNTARY CUT IN RAIL RATES FORECAST

PRESENT RATES THROTTLE BUSINESS, SAYS HOOVER

Continued Private Ownership Depends on Railroad Managers, Fair Rates, Says Willard

(Washington Washington Bureau)

WASHINGTON, March 26.—Concealed behind the voluntary reduction or equalization on lumber rates from the Pacific Northwest by way of Omaha, from 72 1/2 cents to 66 1/2 cents on lumber, or—essentially a reduction of lower river crossings and the effect of reducing the lumber rate from the Pacific Northwest to Chicago from 80 cents to 75 cents, is a new tendency in railroad rates. This action was taken voluntarily by a number of railroads, representing railroads, together with the interstate commerce commission.

Hoover Sees Peril

Secretary Hoover in a conference with newspaper men the other day, said that the logical conclusion from railroad rates which prohibited the natural and increasing movement of freight according to the demand, was that the inevitable result would be realignment or reorganization, which would bring the manufacturer and the consumer together in a shorter haul. The secretary of commerce, together with leading traffic experts is convinced that the present railroad rate, which throttles business, because it is excessive, if continued in effect will eliminate the long haul.

Very significant in this connection is the expression of Daniel Willard, president of the Baltimore & Ohio railroad. Mr. Willard is extremely conservative in his statements always, and between the lines of what he said can be read a disposition on the part of all railroad executives to lower the rate of all railroads as quickly as may be.

"I do not expect to see railroad rates and charges in the near future as low as they were before the war," said Mr. Willard, "because I do not expect to see wages or prices of materials as low in the near future as they were before the war, but relatively and compared with other prices, I expect to see the railroad rates and charges just as low as they ever have been in the past, and lower than in any other country. Private ownership can well afford to stand on fact on that basis.

"During the years immediately preceding federal control there were many who seriously doubted if private ownership and operations of the railroads would continue as an

JAMES CRAIG FOUND SHOT EASTER MORNING

WOUND IN HEAD EVIDENTLY SELF-INFLICTED

Conscious Man Brought to Hospital, Where Doctor Examines Cause for Act Lacking

James Craig, a homeowner living a few miles east of Heppner, near the Beyer ranch, was found in his bed Sunday morning, unconscious and with a bullet wound in his head. The man was lying across the bed, a rifle grasped in his hands, and everything connected with the case indicated that the wound was self-inflicted. The ball had entered a little below the right temple and had evidently gone a portion of the mile range downward into the jaw and the other lodges back of the left ear.

Belonging Davis, who was feeding sheep near the cabin, walked over to exchange morning greetings with Craig, and when his knock on the door brought no response, he opened the door and saw Craig lying across the bed. He did not enter, but hurried out to the main road where he found W. E. Maloney and B. G. Stueber. The three men returned to the cabin and found Craig still alive but apparently completely paralyzed.

They hurried to the nearest telephone and notified Sheriff McDuffee who called Dr. Chick, and the two went to the cabin and brought Craig to the hospital, where he died about noon.

Sheriff McDuffee made a careful examination of the premises and decided that there was no question but that Mr. Craig had shot himself with suicidal intent.

No cause is known to account for the act, only that the man may have worried over business affairs until his mind had become unbalanced. He had recently sold his right to the 50-acre homestead, and it is believed he might later have regretted the bargain and brooded over it.

Mr. Craig was aged about 55 or 60 years. He had been in this county for many years and had lived much alone. One brother, Thomas Craig, resides north of Lexington, and a married daughter also survives, but her present location is unknown. The last known of her was said to be living in Seattle with her husband and two children.

The funeral will be held here this afternoon.

Willard Herren, who has long known Mr. Craig, was yesterday appointed administrator of the estate.

economic policy in this country under the laws and conditions as they then existed. I shared that opinion at that time.

"Further, it has provided by definite enactment so that there need be no fear in the future of interruption of service because of disputes between the railroads and their employees concerning wages and working conditions. Congress by its action has made private ownership possible, but whether private ownership will actually endure or not, having been made possible, will depend upon whether the people as a whole continue to want it—and this in turn will depend upon whether they are satisfied with the service which they receive from the railroads under the existing policy.

"In short, as I view the matter, whether private ownership continued to be the economic policy of this country depends very largely upon the railroad managers themselves, if they are men of vision and if they realize their responsibilities as gentlemen proprietors as well as trustees of properties of great investors, as I believe they do; if they feel that the policy of private ownership of property which has been the fundamental economic policy in this country since its very inception, is the best policy, and should be continued, then I also believe they will succeed in their undertaking."

Hotel Patrick HEPPNER, OREGON

When you are in town, make this hotel your resting place. Ladies' rest rooms on second and third floors.

We are serving a 50c meal from 11:30 till two, and from 5 to 8. We have all white help; the food is clean and wholesome. It may cost you five or ten cents more, but the value is there in quality and quantity.

COME IN—LET'S GET ACQUAINTED

JAMES HART, Manager