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MORE FEDERAL AID FOR COUNTY COURT GIVES WEST STANFIELD IDEA ROAD INFORMATION

WOULD APPROPRIATE HIGHWAY FUNDS IN PROPORTION TO FOREST LANDS

Auto Licenses May Also Be Factor In Determining the Amount of Appropriations

(Telegram Washington Bureau)
WASHINGTON, April 4.—Federal appropriations for highway construction in Oregon will be greatly augmented, it is announced, drafted by United States Senator, R. N. Stanford, in the federal highway bill is adopted.

Specifically, the amendment provides that after the deduction of not to exceed 5 per cent for administration 15 per cent of the funds available annually for federal highway construction shall be apportioned to the federal land states in proportion to the number of acres in forest reserves therein, and that the remaining 85 per cent shall be apportioned to the states in proportion to the number of motor vehicles licensed each year.

Provision is further made that the funds apportioned to the federal land states shall be used for construction and maintenance of roads wholly or partly in the forest reserves.

Party Pledge Followed

"The clause in the amendment providing for the apportionment of 15 per cent of the highway funds to the public land states is in accordance with a plank adopted by the republican party in its platform at Chicago last June," said Senator Stanford in discussing the legislation.

"In the western states and Alaska large areas of land have been placed in forest reserves to conserve their wealth for the benefit of the future children of the states, and the senator declared that these public lands should be a controlling factor in the apportionment of federal highway funds.

"These lands are not open to settlement, improvement, development nor are they subject to taxation. The children of the present and future states are not to be benefited by the income of these lands, but the children of the states in which the forest reserves are located are benefited. The public lands are to be preserved for the benefit of the public, and they are being taxed to help bear the public burdens of the government, among them its roads and highways.

Present Plan Harder

"The public land states are compelled to bear all these burdens tax levied upon privately owned land only, and in some of the states the total acreage of privately owned land is less than half the area of the state.

"The construction of public highways is one of the largest and most important and far reaching of the many problems of this generation, which may properly be termed the 'motor age'. It is clearly unfair to withdraw from settlement areas within these states, and prevent their taxation and development without providing some adequate means of extending aid to these states equal to what they should bear. The 15 per cent provided in the amendment is equal, approximately to the amount these forest reserve lands would pay in state and county taxes if they were privately owned and subject to taxation.

"The apportionment of the remainder of the funds (85 per cent) is made according to the motor vehicle licenses issued in each state. If the funds are raised for public highway activities by a sales tax imposed upon motor vehicles, tires and accessories, as proposed by another amendment proposed by me, then this method of apportionment is exact and equitable. It merely means that the contribution made by the manufacturer in the government at the time the vehicle is sold, follows the vehicle into the state, and is there used for the construction and maintenance of roads for the same vehicle to run on.

Plan Held Fair

"If the funds are raised by an appropriation out of the general fund this method of apportionment is still as nearly fair and exact as may be written in any legislative act as the number of motor vehicle licenses in each state fairly reflects the wealth, population and road mileage within the state. If this factor is used in apportioning funds it is easy and inexpensive to ascertain the size of the factor by merely getting a certificate from the official having charge of the motor vehicle department."

Dr. McMurdo reports the advent of a fine 5 1/2 pound son at the home of Mr. and Mrs. Lee Sprinkles on Monday morning.

Jack Faris was able to return to his home at Ione Monday after undergoing a very serious operation for the removal of a ruptured gangrenous appendix twelve days ago. Dr. McMurdo performed the operation.

In Spain the people write on an average fewer than ten letters each a year.

QUOTES COUNTY RECORDS IN REPLY TO CRITICS

Grading Done by County Costs Less Than That Done Under the State Highway Plan

In view of the fact that at a meeting of taxpayers held at Ione recently, considerable adverse criticism of the county court was indulged in, and particularly regarding the cost of the Ione creek market road, the Herald asked for a statement from the county court covering the matters in dispute from the standpoint of the court and the existing information, which was taken from the county records by L. A. Hunt and forwarded by him to Mr. Earl Mason of Ione, in a letter relative to the matters in question, was given this response as an authorized statement from Judge Campbell.

In addition to the figures given, we also quote at some length from Mr. Hunt's comments in his letter to Mr. Mason:

Cost of Ione Creek Road

Cost of Survey & Plans Co.	\$1,254.97
State highway com. (p.w.d.)	234.57
Surveying	848.55
S. Off. Co. (gasoline, etc.)	470.87
Bristow & Johnson (gravel)	351.57
Bert Mason (foundry & pipes)	228.44
Tim-a-lum Lbr. Co. (shingles)	243.65
Tele. Exp. Co. (supplies)	125.05
Accident Insurance	154.50
Central Meat Market, Ione	196.75
Labor	6,451.65
TOTAL	\$10,895.54

"You will bear in mind that the total amount which has been expended is a little over \$13,000. The items are small items that cannot be classified under the above head. There are on file now all the labor vouchers showing the men who worked, the time he worked, the wages for which he worked, and this is signed by the foreman in charge of the work, which will all have to be gone through to satisfy you, which as to exactly how the money has been expended.

"I have been informed that a large amount of money was expended in drilling holes near Ione, Padberg's place, and that these holes are plugged and ready to be shot but have not yet been shot.

"The culverts which were bought for the market road will probably be used there, but if not they will stand as a credit to the road.

"The powder which was bought to use on the road has not all been used on this market road, some of it has been hoarded for other roads. Mr. McMurdo stated that he has the figures as to how much was to be returned from other sources to the county, but he is out of town and I am unable to get the exact amount.

"There is one item which I considered a little bit, the cost of repairing the exterior has been charged to the market road at Ione, while I thought that it should have been charged to the Ione-Gooseberry road. That is a distinction without a difference, as it is all done in the same locality, and if a machine is out of order it must be repaired. However I have been informed that the machine was somewhat out of order when it arrived on the Gooseberry Hill and that the repairs which would have been charged to Willow Creek were carried on down and charged to Ione Hill and therefore I am not sure it was right to carry the repair work which might not belong to the Ione Hill over to Ione creek and it has been done accordingly. This is not a large item and is a distinction as stated before without any real merit of difference.

"Mr. Barlow stated that you were rather anxious to have a statement covering the figures that I had submitted at the Ione meeting. I do not know what you want but I have selected what seems to be the figures covering the point of contention.

"The taxes collected in Morrow county for last year for all purposes was \$256,727.85, compared to the tax collected for this year of \$344,650.89. The people themselves have increased the tax levy almost 60% within the last year, as the records show:

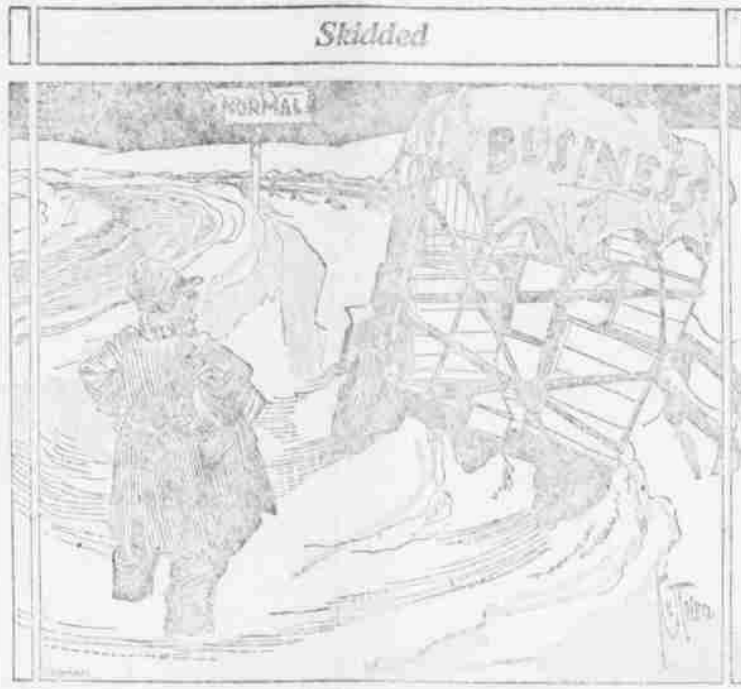
State taxes paid in 1918	\$24,998.71
State taxes paid in 1920	50,563.23
State taxes paid in 1921	104,813.00
Increase in spec. school tax	41,650.00

"This is not evenly distributed all over the county, but may be ascertained by examining the list of special taxes levied in school districts as shown on the assessor's certificate. Irrigation tax levy \$100,000.00

"The reason for the increase of state taxes is of course practically beyond the authority of the county, as it was practically all voted at the last election, when a 4 1/2 mill increase was made in state taxes by the vote of the people themselves. It is generally understood, of course, that no tax authority in the county has any control over state taxes, as this is fixed by the state tax commission and state tax levying bodies.

"The irrigation levy for approximately \$100,000, shows \$75,000 of this in the John Day irrigation district, some \$21,000 being in the west extension and the Westland irrigation district.

(Continued on page 8)



Oregon Power Men Protest Action Federal Water Board

(Telegram Washington Bureau)
WASHINGTON, March 31.—Power developers from all over the country, gathered here in Washington the last few days to protest against what they characterized as the hampering of new water power development in the west. Their protest was specifically and directly against the regulations adopted by the old water power commission, composed of Secretary of War Baker, secretary of Interior, Payne and secretary of agriculture, Meredith. Those regulations were adopted on Feb. 28, 1921—four days before the cabinet members who composed the old water power commission went out of office.

Franklin T. Griffith, president of the Portland Railway, Light & Power company; Guy Talbot of the Pacific Power & Light company; Henry J. Pierce of Tacoma, representing the Washington Irrigation and Reclamation company; and W. Al Blackwelder, R. W. Ballard, representing the California Edison company, were some of the Pacific coast men who participated in the hearing which was before the new water power commission, composed of secretary of War Weeks, secretary of Interior, Fall and secretary of Agriculture, Wallace.

To Submit Objections

At the conclusion of the hearing, Chairman Weeks said that he would submit all of the objections to the new regulations to the Secretary, Merrill, of the commission. In order that he might make any objections or comment on the proposals to change now done, he promised that the commission would immediately consider the regulations, the protests of the power developers and the comments of Secretary Merrill and arrive at a speedy decision.

Known power developers of the whole country declared at the hearing that unless the regulations were modified practically no new development of any kind would result from the water power legislation on which the west now looks for its power years. They complained that the regulations are unreasonable and unfair in principle, and in practice will prevent the financing of new projects to any considerable extent.

Mr. Griffith made the principal statement to the commission and he objected principally to three things. First—an arbitrary calculation as to the life of the project and based on an arbitrary requirement of reserves for depreciation; second, an arbitrary requirement for an accounting system; and third, a tendency to duplicate state control with federal supervision.

Mr. Griffith stated that all of the power developers now have to conform to the regulations and consequently nothing for his produce, even though the retail price of food is still near top level. It looks to me as though the farmers this year are going to produce only enough for their own immediate needs. If they do, some sort of a crash is bound to come."

SYMPATHIZES WITH FARMER

It is written all over the face of R. P. Wellington of San Francisco manufacturer, says the Oregonian. Mr. Wellington is touring the coast in the interests of his business and is staying at the Perkinsville in Portland. Three thousand girls are employed at making women's corsets in Mr. Wellington's San Francisco factory, which has an annual payroll amounting to more than \$2,000,000. "Despite the great drop in the price of raw materials," Mr. Wellington said yesterday, "there has not been any appreciable drop in the price of production. I think that prices are at the lowest level right now and I look for no further own business, for example. Our prices are back to pre-war levels, but it costs us more than twice as much to produce the articles. The reason for all this is the high cost of labor. Before the war I paid the girls in my factory \$18 a week for a ten-hour day. They now receive \$20 a week for an eight-hour day and a half day on Saturday. But we cannot reduce wages because the cost of living has not dropped to amount to anything. The most depressing fact of all is that the farmer is obtaining practically nothing for his produce, even though the retail price of food is still near top level. It looks to me as though the farmers this year are going to produce only enough for their own immediate needs. If they do, some sort of a crash is bound to come."

GLEE CLUB CONCERT CHARMS BIG AUDIENCE

U. OF O. GIRLS PROVE TO BE FINE ENTERTAINERS
Heppner's Reception to Stagers Was Among Best of Entire Tour—Says Manager

Heppner made lovers of the full capacity of the high school auditorium last Friday evening, the attraction being the U. of O. Glee club, composed of 22 charming young ladies from the state university at Eugene. According to Post, Edward A. Coombs, director of the Department of Music, who accompanied the young ladies on their trip, Heppner gave the young entertainers one of the largest and most appreciative audiences on the entire trip, which included Hillsboro, Hood River, Estacada, Baker, Pendleton and Heppner.

The program, which included classical and popular selections, vocal and instrumental, met with hearty approval from the Heppner audience and the concert is considered one of the very best musical programs ever given in the city.

Miss Margaret Phelps, a talented violinist, is a native daughter of Heppner, being the daughter of Judge and Mrs. G. W. Phelps, who formerly resided here.

The excellence of the entire program precludes any attempt to give special mention to any of the songs included, but it may be said that if the club should ever again visit this city a larger auditorium will be needed to accommodate those who will wish to hear them.

BROTHERHOOD DINNER NEXT MONDAY EVENING

The Brotherhood will hold its regular monthly dinner at Hotel Patrick next Monday evening.

The topic for discussion at that time is: "How Can We Make Morrow County More Attractive for Home and Community Development?" The principal speakers named are E. R. Brown and L. A. Hunt, secondary speakers, C. A. Wood and Fred Task.

Music will be furnished for the occasion by the high school quartet, Mr. and Mrs. Alex Gibb will also favor with some of their popular Scotch songs, and the city band will also be present. All members are expected.

JOHN DAY ELECTION CASE ARGUED

Judge Phelps held a session of the county court here last Friday and Saturday when he heard arguments in a controversy in the John Day election contest case. Sen. E. Van Vleet and Woodson & Swook appeared for the contestants, C. A. Wood and A. W. Wheelhouse and McManis & Fritz appeared for the board of directors. Judge Phelps took the matter under advisement, and a decision is expected within the next few days.

PARENT-TEACHERS ASSOCIATION AT LEXINGTON

On Monday evening at 7:30 p. m. about fifty-five of the parents and teachers of the Lexington district convened at the high school auditorium for the purpose of organizing a Parent-Teachers' association at Lexington. All present were in favor of such an association and the following officers were elected: for president, W. O. Hill; for vice-president, Maudie Pointer; for secretary, Mrs. Garrett; and for treasurer, K. L. Beach. A committee on entertainment was also appointed. It was decided that meetings would be held the second Tuesday of each month.

Shatt has a list of good Williamson Valley farms for exchange for Morrow county ranches. 4714

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ROAD COMMISSIONERS MAKE OFFICIAL VISIT

ROOTH AND HARDMAN INSPECT "O.W." HIGHWAY

Are Studying Eastern Oregon Roads On Which Early Construction Is Being Considered

Heppner was honored by an official visit from the state highway commissioners last Friday, when Commissioners Booth and Barry arrived on their tour of inspection of all eastern Oregon roads on which early construction work is now being considered. The trip was being made by the commissioners for the purpose of making a study of the different roads prior to the regular meeting of the board which convened in Portland this morning. Only commissioner Booth accompanied Messrs. Booth and Barry on a tour over the "O.W." section of the Dalles-Columbia highway on Thursday but he was obliged to return to Portland Thursday night, so had to forego the Heppner trip.

Messrs. Booth and Barry arrived in Heppner early in the afternoon, expecting to proceed to Pendleton the same evening, but ear trouble made it necessary for them to remain over night. Assistant State Engineer Kelly accompanied the two commissioners.

An informal meeting of the business men was held in the directors' room of the First National Bank, when road matters in which Morrow county is particularly interested were gone over with the commissioners; chief of which was the early completion of the Morrow county section of the Oregon-Washington highway. The visitors had just driven over the route from Heppner Junction to Heppner, and were familiar with the present condition of the highway.

It was pointed out that the estimate made for the construction of the road from the Gilliam county line to Heppner, made by the highway engineers, has fallen some \$40,000 short of completing the road. The shortage being attributed by Heppner spokesmen to inefficiency of the engineer in charge of construction.

The commissioners were evidently impressed with the logic of Heppner's claims, and while the entire matter was taken under advisement by the commissioners it was evident that they fully recognize the importance of having this highway completed and Heppner people generally expect a favorable decision at the hands of the commission at this week's meeting.

The commissioners left early Saturday morning for Pendleton, where they were scheduled to look over two proposed routes for the Cold Springs road, over which there is said to be considerable local controversy.

From there they went to Walla Walla county to inspect a highway on which construction bids are expected to be let this week.

At the request of the visiting officials no public meeting nor entertainment was given them by the Commercial club or citizens of Heppner, both gentlemen preferring to attend the U. of O. glee club entertainment in the evening, and then getting a good night's rest before taking up the final leg of their eastern Oregon trip.

The matter of having the Heppner-Hardman-Spray road placed on the state highway map was not raised at this time, it being considered the best policy to center all efforts on the early completion of the main highway.

RABBIT DRIVE SUNDAY APRIL SEVENTEEN

A rabbit drive is being arranged for by County Agent Hunt to start at the Curran place in January canyon, Sunday, April 17th. Detailed information will be given next week. 4714

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