

LOCAL BALL PLAYERS DEFEAT "EIGHT MILERS"

The Eight Mile aggregation went down to defeat before the onslaught of the local ball tossers Sunday afternoon. J. Pluvius tried to dampen the enthusiasm, but the boys played ball just the same over in the alfalfa field adjacent to the school house.

The visitors "eight-milers" back home with a total score of eight, and the local talent tallied just twice eight.

For the home team Doc Farrior undertook to guide the elusive ball across the home plate to the catcher's mitt, but the "eightmilers" took kindly to his assortment of curves and chalked up two runs in the first and three in the second.

However the locals found the groove the little Eightmiler was laying 'em down in, and as there were no holes in their bats, they tallied pretty regularly the first few innings.

Doc retired in the fourth in favor of Elmer Peterson. Pete had pitched full nine innings for the high school the day before, but finished the game in fairly good form.

Anderson in center field make some spectacular catches, and Aiken behind the bat for the town boys, played a steady, consistent game.

P. A. Anderson officiated as umpire.

The gate receipts amounted to quite a tidy sum and will be used to fix up the ball grounds.

AMERICA BEHIND IRISH RELIEF MOVEMENT

Local Irishmen prominent in the Irish relief movement have received assurance from Oregon congressmen that they are behind the work of providing for the needs of the starving people of that unhappy country. Not only congressmen but prominent people in every walk of life are giving their substantial assistance. Tex Rickard, famous sporting promoter, slipped a check for over \$60,000 to the committee the other day and movie actors and other celebrities are doing their bit in fine style.

The money contributed will be used every dollar of it, to provide food and clothing and shelter for thousands of Irish kiddies who are now in dire distress. Have a heart and give a dollar or more.

History.
History is the first distinct product of man's spiritual nature, his earliest expression of what can be called thought.—Carlyle

RANGERS LEARN ABOUT FOREST FIRE LAWS

There has just been held in Portland a three-day conference of men from each of the National forests in Western Oregon to learn more about forest fire laws of the Federal Government and the state and how to enforce these laws in order to put a stop to needless forest destruction. This conference was for the purpose of acquainting the field men of these forests with a knowledge of what the trespass laws are regarding fires left burning in the woods, how the rangers should secure evidence about the guilty parties who purposely start forest fires, those who leave unextinguished camp fires and unpermitted brush fires, and how and when they should report all such cases to the Justices of the Peace or other state or Federal officer. It was brought out at the meeting that the Justices of the Peace and other state peace officers are on the whole helping in a splendid manner the forest rangers in this work, looking towards the full protection of the timber resources of the northwest.

The meetings were conducted by T. M. Talbot, who is in charge of the fire law enforcement work for the U. S. Forest Service in Oregon and Washington. The Portland meeting was addressed by Assistant U. S. Attorney Hall W. Cook and Deputy County Attorney Morey, of Multnomah County. The conference was attended by forest officers from the eight National Forests lying west of the Cascades. The men in attendance were: Deputy Supervisor C. B. Neal and Forest Examiner A. G. Jackson, Oregon Forest, Portland; Forest Examiner, H. M. White, Columbia Forest, Portland; Ranger H. G. White, Santiam Forest, Detroit; Ranger H. E. Vincent, Cascade Forest, Eugene; Forest Examiner A. R. Wilcox, Siuslaw Forest, Eugene; Ranger O. C. Hauser, Umpqua Forest, Roseburg; Ranger J. P. Dewitt, Siskiyou Forest, Grants Pass; and Ranger E. C. Peachey, Crater Forest, Butte Falls.

A similar meeting was held in March in Seattle for the rangers of the Washington National Forests in which county officers of King county joined. Future meetings of this kind are scheduled for eastern Oregon forests at Baker on April 14-16, for officers from the Whitman, Malheur, Umatilla and Wallowa forests, and at Bend on April 18 and 19 for rangers from the Deschutes, Fremont and Ochoco national forests.

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AUTO LICENSE FEES GO BACK TO ROADS

NINETY-SIX PER CENT GOES INTO HIGHWAY FUND

Growth of Motor Car Industry Reflected in Money Expended on Bettering Travel Routes

(Telegram Washington Bureau)
WASHINGTON, April 7.—Of the \$102,034,106.26 collected in the forty-eight states and the District of Columbia last year for automobile motorcycle and registered chauffeurs' licenses, 96 per cent or \$97,997,160.60 was applied to road maintenance or construction. In 1906, just fourteen years ago, practically none of the automobile revenue was applied to road construction or maintenance. There has been a tremendous change in the last fourteen years.

In 1906 the total registration of cars was 48,000, the total gross revenue was \$193,000, or just about what Arizona paid in 1920. Last year 9,211,295 motor cars, including commercial vehicles, were registered. In addition to this number there were 248,146 motorcycles.

The amount received from registration revenue last year was equal to approximately 25 per cent of the total rural road and bridge expenditures for the calendar year 1920.

In 1906 the gross income from registration was only equal to three-tenths of 1 per cent for expenditures on account of total rural road and bridge construction.

Expense Too Small

The most significant feature of the report, which has been compiled by the bureau of public roads of the culture, is that only 4 per cent of the entire amount collected was applied to the administration expenses and purchase of metal number plates. All of the rest of the amount, almost \$100,000,000 went for road work, and of this sum 79 per cent, or \$77,531,582.57, was expended under the control or supervision of the several state highway departments.

For a number of years the general tendency toward devoting an ever increasing portion of the motor vehicle revenues to road work under the control and direct supervision of the state highway department has been very noticeable. Prior to 1912 only a very small portion of the motor vehicle registration was devoted to this purpose.

In 1920, 76 per cent of the revenue, or \$77,531,582.57, was applied to road work under the direct supervision of the state highway departments, and in addition \$20,465,578.04 was applied to road work by counties or other local supervisory, but with little or no direct supervision from the state highway departments.

States Use Funds

In most states the motor vehicle revenues are devoted to maintenance and repair of the state roads or other improved highways. These states seemed to have solved fairly well the difficult problem of securing funds for the maintenance of the more important roads under the ever-increasing traffic requirements. As both the traffic and the revenues increase with the number of cars, there apparently exists a possibility of so adjusting the registration rates as to keep pace with the ever growing maintenance changes.

A number of states having in general but a small mileage of improved roads have recently adopted the plan of capitalizing the motor vehicle revenues and devoting these funds to road construction. The states doing this are Illinois, Maine, Minnesota, Missouri, Nevada, Utah and Wyoming. In them bonds have been voted or issued for road construction, and the principal, in some instances also the interest, is to be paid entirely from the motor vehicle revenue.

At the beginning of 1921 there were still seven states in which the motor trucks were registered at the same rate as passenger cars, but in recent years there has been a tendency in most states to increase the fees required for motor trucks over and above those required for passenger cars. This increase is usually based on the weight of the truck and its carrying capacity, its horse power or a combination of these factors.

Limits Limited

The most general practice seems to be toward definitely limiting the maximum total road weight of the vehicle and basing the registration fee on the capacity of the truck.

Some few states have adopted a scale of fees which in the actual practice serves to make the operating of very heavy trucks impracticable.

In Colorado, New Mexico and Oregon, in addition to the registration fee, a state tax on gasoline or other products used for the propulsion of motor vehicles is also levied. In some states motor vehicles are taxed as personal property in addition to the required registration fee. In Alabama, Delaware, Idaho, Iowa, Michigan, New Hampshire, New York, North Dakota, Oklahoma, Oregon, South Carolina, Pennsylvania, Tennessee and Vermont the registration fees are in lieu of a personal property tax.

NEWS NOTES FROM: LEXINGTON

Mrs. Jack Littell and little son Dean, from Portland, are visitors at the home of Mrs. Littell's sister, Mrs. W. O. Hill. Mrs. Littell is also visiting many of her Heppner friends.

The baseball boys of the L. H. S. have received their uniforms and are very much pleased with them. In many ways the uniforms are better than was expected. It was through the financial support of some of the business men that the suits were obtained. The school certainly appreciates this fact.

The three act comedy of "Safety First" will be presented to the public on Friday the 15th of this month. If you care to have a genuine laugh

you should see this comedy. It is given by the Lexington high school and will be given at the school's auditorium.

A nice game of ball was played by the grammar grades of Lexington vs. Heppner on last Saturday. The outcome of the game was a score of 18 to 8 in favor of Lexington.

On Saturday the 16th the Lexington high school ball team will play Condon on Lexington's field. Come and see a lively game.

Dedictory services were held at the Church of Christ last Sunday. Improvements have been made on the church recently and the dedication of the church was most fitting at this time. Mr. Sawyer from Portland was the speaker of the day. Lexington is glad she is a terminal for the road work. Some of the students of L. H. S. are letting their education interfere with their studies.

STAR THEATRE

Friday, APRIL 15th
MABLE NORMAND

—IN—

JINX

A classic of the big top—a story of the pathetic little slaver of the circus whose one ambition was to emulate the dance of "Rory-Bory Alice, the astounding agile exponent of the famous Fiji Fling".

The Liveliest of Mabel Normand Comedies, which is going some, you know.

Saturday, April 16th

HARRY CAREY

—IN—

SUNDOWN SLIM

The finest and most human western drama in which he has appeared.

He was the ramblin' son with nervous feet, That never was made for a steady beat, He'd been on the bum and he'd lived in style, But there was the road windin' mile after mile, And nothin' to do but go!

Sunday, April 17th

CLARA KIMBALL YOUNG

—IN—

MID CHANNEL

Ethel Barrymore's great stage success, written by Sir Arthur Pinero.

It is the big picture of the season, for every married couple, every engaged couple and all sweethearts. It is de luxe in investiture, scenes, acting and production.

20 cents and 30 cents each night



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