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STANFIELD HAS BILL FOR FOREST HIGHWAYS

OREGON NEED TOLD TO SENATE COMMITTEE YESTERDAY

Forest Roads Subject of Lengthy Statement Made Committee Considering Townsend Bill

(Telegram Washington Bureau) WASHINGTON, May 23.—(Special to Herald.)—Senator Stanfield today before the committee on post-offices and post roads, considering the Townsend highway bill, submitted the following statement in regard to forest highways:

One hundred and fifty six million thirty-two thousand and fifty three acres of public land, for the most part heavily timbered, has been withdrawn from entry and placed in national forest reserves to be conserved by the government for the use and benefit of all the people of the states.

This was done after the Eastern and Middle Western states had passed practically all of their public lands to private ownership, improved and developed them, and these lands, together with their improvements, are found upon the tax rolls of these states, helping to bear their part of the public burden of government and development.

The forest reserves are largely confined to eleven of the Western states and Alaska.

All the people of all the states are the owners of the reserve lands, and their children born and unborn, are the beneficiaries of this vast conserved wealth.

These conserved lands like all others are not taxable and the entire burden of maintaining law and order through the state and county government rest entirely on the taxpayers owning the taxable property within the state.

Within the last decade the need for building modern roads to carry modern traffic has come suddenly upon our people everywhere with irresistible demand.

In the western states the population is small and the road mileage very large in proportion to population and taxable property.

In seven eastern states the road mileage is in proportion of one mile to 128 people and one mile to \$346.398 of taxable property, while in Oregon we have one mile of road to every nineteen people and one mile to every \$23,310 of taxable property.

The conditions prevailing in Oregon are duplicated in each of the other states having large areas of federal reserves and unappropriated public lands.

These reserve lands do not lie in solid bodies but are scattered throughout the states, often between the improved and developed portions of the state requiring important state and county roads through the reserves to connect the settled portions on either side and permit social and commercial intercourse between the people.

Within the boundaries of these forest reserves there are 24,565 miles of important state and county road already located that should be built as rapidly as the same class of roads outside the reserves and connecting therewith. The estimated cost of

HEPPNER CONDON GAMES HERE SUNDAY, MONDAY

Condon ball team will play here next Sunday and Monday (Decoration Day) and the contests promise to be real sport. Condon is known to have a strong team and the Heppner players are unanimous in the opinion that they have all the their systems and from now on things will come their way in car load lots.

building these roads in keeping only with the demand of the traffic is \$112,525,800.

In addition to these roads there are also 22,511 miles of trails within the forest reserves necessary for the protection of the forests that will cost \$6,297,000 (as estimated), for which we ask no appropriation in this bill, but leave them entirely to the forest service to be built out of the "ten per cent fund," which amounts to about \$400,000 a year.

One hundred million dollars a year is requested by this bill and should be granted by congress for the purpose of extending federal aid to the several states in the construction of these most important state roads which are also necessary roads to carry interstate traffic.

The mileage of this class of roads is estimated at one per cent of the total road mileage of the country, or approximately 25,000 miles. The estimated cost of construction of the interstate highways is approximately \$1,000,000,000 to \$1,250,000,000, of which amount the states are expected to furnish half. If this program is carried out the interstate roads will be constructed in six years.

It is also desired and expected that the states and counties will carry on their road construction with equal speed, and at the end of six years, the system of interstate state and county roads will be fairly completed, as now outlined.

Unless ample provision is made for the construction of state and county roads through the forest reserves—and this should be done wholly at the expense of the federal government (the owner of these lands)—we will find the system disconnected by broken links within the federal reserves unless the owners of property outside of the reserves, in addition to paying the cost of the roads along and through their property, also bear the burden in whole or in part of building the roads through the property of the government, which I submit is an unjust and unfair thing to ask.

Even with \$10,000,000 per annum appropriated for the construction of forest roads it will take twelve years to build the present road program within the forest reserves.

This situation was presented to the Republican national convention at Chicago last June for an expression of purpose and intent by the republican party, and this is the solemn promise then and there made to the people of the country:

We favor liberal appropriations in co-operation with the states for the construction of highways, which will bring about a reduction in transportation costs, better marketing of farm products, improvements in rural post delivery, as well as meet the needs of military defense.

In determining the proportion of federal aid for road construction among the states the sums lost in taxation to the respective states by the setting apart of large portions of their area as forest reservations should be considered as a controlling factor.

In the annual appropriation by congress to be measured by the amount these reserved lands (held in their present raw state, undeveloped, unimproved, unsettled, not subject to homestead entry), would pay if privately owned and taxable, what should the annual appropriation be?

There is no appraisal of these lands available beyond estimates by those public officials in the best position to pass judgement—the tax commissioners of the several states. To get this information from these officials for the use of this committee, Senator Stanfield sent the following telegram to the tax commissioners in those states having the largest area of national forest reserves:

"Please wire me the gross amount

American Farm Bureau Opposes Townsend Bill

(Special to Herald From Telegram Washington Bureau)

WASHINGTON, May 20.—Gray Silver, Washington representative of the American Farm Bureau opposed emphatically the Townsend highway bill at the hearing on that measure this morning before the senate committee on post offices and post roads. He quotes the following resolution recently adopted as representing the attitude of the federation:

"We earnestly protest the local building of farm to market highways by the use of federal, state and local funds. Until such roads are built we emphatically oppose the construction of the federal government of a few hard surface trans-continental roads regardless of the character of the roads which are built. An adequate amount of such funds should be provided for their maintenance and repair. We urge the administration of federal road funds to be in the hands of the United States department of agriculture."

"It is difficult to understand why anybody should advocate that federal agencies should have all of the authority in determining the type, specifications and locations of our roads and highways to the exclusion of the states when the federal government contributes no more than one-half the cost of building and nothing toward their maintenance. We believe there should be a joint supervision of the expenditures of both state and federal funds where roads are constructed from funds contributed federally, by the state or locally."

"The resolution passed by the American Farm Bureau Federation makes it quite plain that the farmers are insisting that the roads from farm to market be given proper consideration in any road building program which may be adopted. They also insist that the administration of the federal road funds be by the department of agriculture. Farmers are more interested in good roads than any other group of citizens."

"Why build a highway for the idle rich and leave our food and raw material for clothing at the far end of a mud road?"

"It is our belief that the Townsend bill does just this. In section 6 of the Townsend bill it is provided that the project shall be approved by the commission in any state until

that state has made adequate provision for the maintenance of all highway selected by the commission. Under this paragraph the commission could lay out a system of highways in a state and that state would be compelled to make provision for maintenance of the whole system before any project would be approved. "It is inconceivable that any one should seriously advocate the building of a great interstate highway system connecting our cities in this way as well as by rail at a time when one third of our farmers live on back roads over which it is exceedingly difficult to market their products, where mail is not delivered and where children do not have a fair opportunity to attend school."

"I wish to call your attention to some of the objections of the Townsend bill.

"First it creates a special commission at a large expense to administer federal funds which we believe both unnecessary and extravagant.

"Second, it gives exclusive power to the federal highway commission to designate the roads to be improved. It also determines the type, specifications, and locations of these roads, although the states contribute at least one half of the money."

"Third in providing for a sixty-six foot right of way and a twenty foot wearing surface the bill limits the construction of roads to highways where there is a great amount of travel and does not provide for local construction or maintenance."

"Fourth, the necessary costly construction required in this bill absorbs the state funds and thereby prevents construction and maintenance of connecting roads."

"Some of the road requirements of the farmer which we do not think the Townsend bill provides are as follows:

"1—Some authorization where the same engineer skill will be available for the local roads as for the throughfares."

"2—That the roads from the farm to the railroad stations, post-offices and county seats should be built first, or certainly provided for concurrently."

"3—That the type and specifications, proper location, grade and drainage secured be such that a nine foot hard surface may be laid with stone or gravel shoulders, and thereafter widened as travel needs and available funds may permit."

MEMORIAL SERVICES SUNDAY AND MONDAY

Memorial services at Federated church, Sunday at 11:00

A. M. Rev. Moore will deliver address.

On Monday, May 30 a parade will form at 10:00 A. M. and march to the cemetery where the graves will be decorated with appropriate services.

At 2:00 P. M. Hon. J. D. Stevens, of Portland, will deliver an address at the pavilion and there will be other exercises.

DEBATING TEAM RETURNS FROM EUGENE

The team of high school debaters who went to Eugene last week to compete in the state debating contest returned Sunday evening well pleased with the trip.

While the young debaters failed to bring home the cup they rendered a good account of themselves, Humphreys and Peterson winning over Coquille, a team from a town of the same class as Heppner. Misses Grogan and Woodson drew the Corvallis team as their competitors, a team from a school having had years of experience in public debating and while they failed to win, each of the young ladies did honor to themselves and their school.

Superintendent James accompanied the party and they all had a delightful trip, spending a couple of days at Portland and a day at Salem where they visited the state school superintendent's office and other points of interest.

Salem team won the cup for the third time making the trophy theirs for keeps.

Dr. R. J. Vaughn returned Sunday evening from a business trip to Baker.

where he wanted 'er most of the time. Monte has a trick of putting straight ones over at critical times but he can also drop or curve 'em at will.

Humpke, Arlington's new catcher is a crackerjack and no mistake. It is not too much to say that he has as pretty a wing to second as any of them. The best of them need to hump themselves to steal second with Humpke on the job. Solvester at short is also a nifty player and, as a star of fact none of the visiting team is to be sneezed at.

The game was clean and free from tag chewing and what the umpire said went in every case which means satisfaction to everybody.

The lineup:

Arlington	Position	Heppner
Montague	p	Solyan
Humpke	c	Griffin
Cohen	1st	Aiken
Snell	2nd	Hargott
Archibald	3rd	Elliott
Solvester	ss	Boardman
Robinson	rf	Beckett
Josephson	cf	Greenwood
Montague, B.	lf	Anderson
Umpire P. A. Anderson.		Score

WOOL MARKET OPENS HERE AT LOW PRICE

INACTION OF PAST YEAR FINALLY BROKEN

W. W. Smead Authorized to Buy Any Quantity at 14 to 17 Cents For Boston Firm

After 12 months of total paralysis of the wool market here, W. W. Smead, representing the Boston firm of Hallowell, Jones & Donald made the announcement Monday that he is in the market for an unlimited quantity of fine wool at prices ranging from 14 to around 17 cents according to quality. No coarse wool is wanted just now by this firm at any price.

While sheepmen are somewhat disappointed that the market should open at such a low figure they are disposed to regard the break in the inertia of the last year as a good omen on the theory that any kind of a market is better than no market at all.

The prices Mr. Smead is authorized to offer is for Heppner delivery, cash in hand.

Mr. Smead examined some clips in the warehouse here yesterday but up until 9:00 A. M. today no sales were reported. He expects to visit the different shearing camps during the week and give the growers an opportunity to sell if the prices he is authorized to offer are satisfactory.

as near as you can of state and county taxes forest reserve lands in your state would pay annually if they were privately owned and taxable."

Replies to this inquiry show that in the states interested there is a total acreage in forest reserves of 156,032,053 acres on which there should be an aggregate of \$14,516,842 in state and county taxes, but from which the state and county governments derive no revenue.

Oregon has 13,111,528 acres in forest reserves with a total taxable value of \$100,000,000 which, at a twenty mill rate, should give the state and counties a revenue of \$2,000,000 annually.

HEPPNER WINS IN FAST GAME WITH ARLINGTON

LOCAL TEAM TAKES HEAT IN 5-9 SCORE

Big Crowd of Fans Enjoy Good Clean Game on Ideal Day

Nearly 500 fans decorated the natural grandstand overlooking the new athletic field last Sunday while watching as fine a game of ball as has been played in Heppner for many years. The weather was just right—warm enough for the players, cool enough for the spectators, clear and bright with the usual eastern Oregon zephyr a minus quantity.

Arlington fans turned out en masse and the visiting team had nothing to complain of in lack of support from the crowd.

For a time it looked like it might be a new repetition of the 2-3 score game played at Arlington the previous Sunday but about midway in the contest when the score stopped at 4-5 in favor of the visitors, Arlington made a few errors, and Heppner got a few hits that changed the order of things amazingly. From then on it was Heppner's game and the boys did not throw it away by a long shot.

Solyan in the box for Heppner, showed a fine arm and a good head and Griffin held him in good shape Aiken on first played the same like a veteran, getting a couple of fine hits, one a three bagger. Hargott, playing Heppner's second base, also showed good form and scored the only home run of the day. Boardman at short also showed good talent and Elliott, who played third for the home team, proved himself a reliable batter. Beckett, Greenwood Anderson, who chased flies in the field—and caught them—also showed their metal. Anderson got two pretty hits and Greenwood lammed one out that was keen.

Arlington has a fine team and no mistake. Montague, the old reliable pitcher, was in good form and that means he was able to put 'er just

STATE GETS BIG SUM FROM AUTO LICENSES

INCOME \$708 IN 1907. \$2,000,000 LAST YEAR

Desire for Good Roads Responsible FOR BIG INCREASE Since 1918

(Telegram Salem Bureau) SALEM, Or., May 20.—(Special) The use of motor vehicles in Oregon jumped from 218 in 1905, when the state automobile department was inaugurated, to 103,790 in 1920, a period of fifteen years.

From 1915 to 1920 the increase was from 23,585 to 103,790, an increase of 29 per cent. In this same period the fee receipts increased from \$108,881.50 to \$2,085,168.50 an increase of \$1,976,287, or more than 55 per cent.

The state did not begin to collect fees on automobile registrations until 1907 and in that year the total receipts were \$708. Until 1914 motorcycles were included with motor vehicles in registration and licensing.

Chauffeurs were not licensed until 1911 and dealers not until 1914. In that year, the first when motor vehicles, motorcycles, chauffeurs and dealers were all registered and licensed the fees jumped to \$77,592 from \$56,873 the previous year.

Annual registration was not required of motor vehicles prior to 1911, and in that year fees jumped to \$27,316 from \$7,479 the year before.

The total has been collected in fees in the period of fifteen years, since the first fees were received in 1907, is \$5,813,178.

Registration and receipts of fees for each year from 1905 to the present time follow:

1905—Motor vehicles including cycles 218; chauffeurs, none; dealers none; fees, nothing.

1906—Motor vehicles, including cycles, 142; chauffeurs none; dealers, none; fees, nothing.

1907—Motor vehicles, including cycles, 236; chauffeurs none; dealers, none; fees \$708.

1908—Motor vehicles, including cycles 701; chauffeurs none; dealers none; fees \$2103.

1909—Motor vehicles including cycles 1271; chauffeurs none; dealers none; fees \$3813.

1910—Motor vehicles, including cycles 2493; chauffeurs none, dealers none; fees \$7479.

1911—Motor vehicles, including cycles 6428; chauffeurs 1671; dealers none; fees, \$27,316.

1912—Motor vehicles, including cycles, 10,165; chauffeurs 1762; dealers, none fees, \$42,954.

1913—Motor vehicles, including cycles 13,957; chauffeurs, 1472; dealers none; fees, \$56,873.

1914—(From this year motorcycles are registered separately)—Motor vehicles, 16347; motorcycles, 2898; chauffeurs, 1838 dealers, 110; fees, \$77,592.

1915—Motor vehicles 23,585; mo-

(Continued on Page Four)



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

NO STAIRS TO CLIMB

This is to advise the public that I have moved my offices from the second floor of the Roberts building to the rooms recently occupied by the Tri-State Terminal Co. on the ground floor of the Farmers Union building, east side of Main street where I will be pleased to meet all my patrons and friends and the public generally.

REAL ESTATE, INSURANCE & GRAIN

Will continue to be my specialties.

F. R. BROWN