

HEPPNER HERALD

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BOB SPERRY KILLED WHEN CAR TURNS OVER

WAYNE SPERRY IS ALSO SERIOUSLY HURT

"Skeet" Bergstrom, Driving at High Speed Loses Control. Driver Slightly Hurt

Reckless driving on a state highway took toll of another life last Saturday evening when Robert Sperry, of Ione, was instantly crushed to death on the highway three miles below Ione when Oscar "Skeet" Bergstrom's car, being driven at a racing speed, got beyond control and turned over. The car which was a Dodge roadster, is said to have rolled over and over for a distance of almost 150 feet before coming to a stop. Wayne Sperry, who was also in the car was dangerously hurt, receiving a compound fracture of an arm and terrible cuts about the head and face. He was taken to a Portland hospital Monday where it is believed he will recover, barring complications. Bergstrom himself was not seriously injured.

The young men were on their way to Arlington when the accident happened, Robert Sperry being on his way to Portland to spend the Fourth while Bergstrom and Wayne Sperry were going to Arlington to meet friends coming from Portland.

The accident happened directly in front of Ellis Minor's home. Minor was the first to reach the wreck. Robert Sperry was dead when found, his head being crushed and his body terribly mangled. Death must have been instantaneous. The other men are unharmed.

Robert Sperry was one of the most popular young men in this part of the country. He was prominent in athletic circles and was considered one of the best ball players in eastern Oregon. He had been manager of the Ione team for several years and the organization was perhaps the leading small town team in the state. He was a member of Heppner lodge of Elks.

His funeral will be held at 11:00 A. M. today (Tuesday) at Ione, the services being conducted by the Elks lodge.

CHAUTAUQUA SEASON CLOSES; BIG SUCCESS

ELLISON-WHITE PROGRAM GIVES GENERAL SATISFACTION

Contract Signed For Next Year One Half Tickets Already Sold

That the recent Chautauqua season

gave general satisfaction to the Heppner public was shown last Thursday evening when, following the closing program, announcement was made that a contract for next year had been signed up and one-half the necessary season tickets to insure the guarantors against loss had been pledged. Fifty citizens signed the contract.

Judging from expressions heard on every hand during and following the recent course, the Ellison-White people gave Heppner the best course of entertainments ever enjoyed here and the guarantors came out practically even with the financial end of the course.

The different numbers were all high-class and while no doubt every number did not appeal equally to each individual in the audiences, there was sufficient variety to give everybody something they could appreciate.

NOTICE OF REMOVAL

We have removed our offices from the Masonic Building to the rear of the First National Bank Building and will hereafter be found in the latter location.

WOODSON and SWEET

LOST—A red and blue check mackinaw was left at roadside near Joe Rector place at Stangle canyon. It was not there when the owner returned. Finder please leave at Herald office.

BELIEVES ORDERLY MARKETING WILL STOP GRAFT

C. E. Carlson, well known and extensive wheat grower of the Gooseberry country, was a Heppner visitor Saturday. He says the crops are fine in his neighborhood and if prices remain normal the farmers will soon get in fair shape again. Mr. Carlson is a strong supporter of the Cooperative Wheat Growers association and thinks it will prove the salvation of the industry. Without some stabilizing influence to more nearly equalize the prices of wheat and bread, the farmers of this country might as well quit, he said. The price charged the consumer for bread last year should have brought the farmer \$2.00 a bushel for his wheat whereas most of it was sold for less than a dollar. Orderly marketing will stop that sort of robbery, Mr. Carlson believes.

A NEEDED HIGHWAY-CONNECTING LINK

SHOULD BE KNOWN AS PENDLETON-PRINEVILLE CUT OFF

Proposed Road to Spray Would Tie Up Every Unit of Oregon Highway System

If the development of the entire state of Oregon is one of the principal objects of the Oregon State Highway system, it is essential that the different units of the system shall be connected by direct routes leading into all sections of the state that will be open to travel throughout the year. If a traveler starting from any point in northeastern Oregon wishes to reach the central, southern or southwestern portion of the state he should not be obliged to travel miles out of his way to reach his destination when the building of only 25 miles of highway through the lowest pass between the Columbia river and the John Day valley he could follow a practically direct line to the south which he can do when the proposed road between Heppner and Spray becomes a reality.

To get the true force of the above assertion let any one interested lay a ruler on the state highway map and draw a pencil mark from Pendleton to Prineville and it will be seen that with only the slight deviations which the topography of the country requires, the present state highways if connected by the Heppner-Spray link, would give a practically direct route between the two points and would also tie together by a direct route running through the undeveloped districts, rich in natural resources, every primary highway unit. Starting at Pendleton, we have the Columbia River highway, the old Oregon Trail, the Oregon-Washington, The John Day, The Dalles-California, the Ochooc, the Pacific and the Roosevelt highways all tied together by the addition of this little 25-mile link.

The Herald has had considerable to say by way of urging the building of this link in the past and this paper now suggests that the road be rechristened and in the future be known as the Pendleton-Prineville cutoff.

By this route the vast domain of Klamath, Lake and Harney counties would be placed in more direct communication with the north easterly counties than by any other route and different communities in the entire region east of the Cascades would be brought closer together to their mutual advantage.

HEPPNER PRINCIPAL SPEAKS AT EUGENE

UNIVERSITY OF OREGON, Eugene, June 28. (Special)—E. R. Hedrick, superintendent of schools at Heppner, led the discussion following an address by C. A. Howard on "Teachers' Meetings as a Means of Improvement in Service," Saturday afternoon, June 24, at the annual conference of Superintendents and Principals, held here June 23 and 24.

Mr. Hedrick gave five rules in regard to calling teachers' meetings:

1. They should be composed of people who have something in common.
2. They should be called for a definite purpose.

A Campaign For Newspapers

Now that the Chautauqua season is past, the circus has come and gone, the Oregon Co-operative Grain Growers has weathered its first year and seems to be pretty well established, the Red Cross and all the war-time "drives" have been put over, the baseball season is wound up, the John Day project is enjoying a summer afternoon slumber, the Oregon-Washington highway is nearing completion, the new hotel and the Elks building have arrived and, generally speaking, most all of the manifold matters which the live country newspaper is supposed to "boost" for, in season and out of season, have been taken care of, the Herald has been somewhat concerned about what next to do for the benefit of Heppner and Morrow county.

For almost five and one-half years the Herald, under its present management, has consistently "went to bat" for every one of the enterprises mentioned above as well as for many others, and for all these past activities it has neither complaint to file nor apology to make.

While thinking over some of these things the other night when it was too hot to sleep, however, the thought suddenly struck the Herald man that during all these years while he has been working overtime supporting these different public enterprises and backing up the men and women who are behind them he has never yet put on a campaign for the country newspaper as a collective institution in this country or for the Herald itself as an individual business enterprise.

Right then it began to dawn on the writer that he has been overlooking something all these years which is of as much real importance to the everyday well being of this community as were or are any of the projects for which he has given unstintedly of his time and work and thought and space, which are his stock in trade just as the merchant's goods and the mechanic's skill are theirs, and he then and there determined that he can do nothing better for his community, which includes himself and his own business, than by writing a series of articles on the country newspaper and its relations to the community in which it is published—what the newspaper owes the community and what the community owes the newspaper. These articles will be written without feeling or rancor. Personalities will be avoided so far as the use of names of individuals is concerned but actual conditions as they appear to the writer to exist in Heppner, will be dealt with dispassionately and if, in the course of events, the deductions may point to any individual or institution the fault will not lie with the writer but with the individuals or institutions who permit or encourage such conditions, and in order that abstractions may be avoided the articles will deal with the Herald as a representative of the country newspaper as a class.

Among other questions to be discussed in these articles will be: Why the Herald is here. Why the present publisher is here. What the Herald has done and has not done for the community. What the community has done and has not done for the Herald. Does Heppner need more than one newspaper? Is the country newspaper, as a class, entitled to the respect and good will of the community as much as are other business institutions? Who supports the Herald in Heppner and why do they support it? Who refuse to help support it and why? Is it a good business policy for a town to discriminate against any reputable business concern because it is not as long established as others? Why do live business men seeking a new location in some country town practically always choose a town where there are one or more newspapers? If newspapers are really good things to have in a country town, if they help make it a better town, are the business men who refuse to help support it first-class citizens and good sports?

A fair, candid, dispassionate discussion of these questions during the next few weeks should make rather interesting hot weather reading and the Herald will endeavor to place the articles in the hands of every business man whether he is a subscriber or not.

3. The members should be acquainted with the problem before the meeting.

4. The program should be in the hands of a competent person.

5. They should be adjourned when the business is finished. "The institute should be the connecting link

between the promulgator of new ideas and the rest of the teachers," said Mr. Hedrick.

Superintendent Stanbrough, of Newberg, who followed Mr. Hedrick in the discussion emphasized the necessity of keeping in touch with new ideas.

TURKEY RED QUALITY IMPROVED BY WARM WEATHER

Mr. and Mrs. Joe Devine, of near Lexington, were in town Saturday mingling with the circus crowds and visiting with friends. Mr. Devine is a large wheat grower of the Lexington district and he reports that his crop is in fine condition and almost ready to harvest. The warm weather may have pinched his wheat a little, Mr. Devine says, but not enough to reduce the grade from No. 1. Rather he thinks it has benefited the grade by heightening the color which is needed in that variety to put it in the top class. Mr. Devine received his June check from the wheat pool recently and says his last years crop will net him about \$1.03.

BARRATT ROASTS POLK ON HIGHWAY HOLDUP

TEX COUNTIES HAMPERED BY JUDGE KELLY'S DECISION

Commission Will Seek Decision From Supreme Court at Earliest Possible Moment

(Oregonian)

Road work in about ten counties is being held up and counties inconvenienced because of Polk county, or rather because of a small group of obstructionists in the town of Independence. This statement was made direct to the Polk county court yesterday, by members of the state highway commission.

The road obstructionists in Polk county, not content with blocking completion of the west side highway through the courts, have "gummed up the road game" in many other counties through attacking the agreement of the Polk county court to contribute market road funds on the unfinished state highway in that county. Market road money was about all the court had and the obstructionists went to court and a decision was obtained from Circuit Judge Kelly to the effect that market road funds cannot be placed on state highways. Nearly a dozen counties have been so placed market road funds and, in view of Judge Kelly's decision, this road work must stop.

As soon as possible, the commission will try to get a decision from the supreme court. The development has brought down a shower of criticism against Polk county as a whole, although members of the county court, with some heat, denied yesterday that they were responsible and declared the whole affair was the work of a few individuals.

"Morrow county," exclaimed W. B. Barratt, member of the highway commission, "has spent more money on 35 miles of macadam road than you people want to pay for a first class highway clear through your Polk county. Morrow has spent \$265,000 on these 35 miles and Tuesday it took me two hours to drive over it. We want an outlet to the Columbia river highway, but you people of Polk are holding us up."

"It isn't us," interrupted Judge Robertson, of Polk county.

"No, it is a few individuals in our county," added a Polk county commissioner.

"And now," continued Commissioner Barratt, "you want the state to pave your road for you—you want other counties to be deprived of aid and much needed roads in order that you may have hard surfaced pavement for nothing. It would be robbing counties in eastern Oregon and western Oregon. I for one won't stand for it. You're not fair and you're not asking for anything fair. You voted bonds and never sold a dollar worth. You voted your bonds for market roads and not for the highway. If the state paved your highway and you haven't sold your bonds, what would prevent you from encaseling your bond issue and getting a road system for nothing?"

At the former meeting of the commission with the Polk county court the commission tried to have \$25,000 turned over toward constructing bridges on the highway and \$40,000 in bonds, the commission saying that it would use the bond money on some section in the county, possibly near the Benton county line. Somehow the delegation, misunderstanding the commission and had an idea that

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JIM HUDDLESTON SAYS SPRAY ROAD IS VITAL

ONLY CHANCE LEFT FOR HOLDING TRADE OF INTERIOR

Former Railroad Agent Here Says Heppner Must Hustle Or Lose Former Position

Jim Huddleston, former O. W. R. & N. agent here and a man thoroughly conversant with Heppner's trade and transportation problems was in town last Saturday visiting old friends while watching the circus parade. Mr. Huddleston, who is now engaged in the sheep business over in Gilliam county near Lone Rock, still has a warm spot in his heart for Heppner and he is not pleased with the idea of all the interior trade that formerly came to Heppner now following the John Day highway to Condon.

"It is only what is to be expected, though," Mr. Huddleston said Saturday to a Herald reporter. "Trade always follows the line of least resistance and the John Day highway has changed the course of interior trade from Heppner to Condon simply because the highway is a modern road being built according to modern ideas on a five per cent grade and with a crushed rock surface while the road from Heppner leading into the John Day country is in about the same condition it was 20 or 30 years ago—heavy, horse-killing grades, often filled with loose rock from driving stock over them, mud, snow, chuck holes, almost every condition calculated to make the teamster swear and the truck driver go into a state of chronic despondency."

"To be right frank with you," continued Mr. Huddleston, "Heppner people have been amazingly slow about improving the roads into the Monument and Spray sections. Ever since I first came to Heppner there has been spasmodic talk about improving the Monument road, but so far as I know that is as far as the matter ever got. Nobody ever had the time—or took the time—to get in the lead and put the thing over. As near as I can learn," continued Mr. Huddleston, "Condon used to be in about the same boat but a few years ago they got out of the rut and went after a good road into the interior, and they got that before they tried to build a road out to the Columbia river paralleling the railroad, and now they are beginning to get that section improved also."

And then, after reading this little lecture to the people of Heppner, Mr. Huddleston showed that his heart is still with us by pointing out the remedy.

"There is only one thing that will save to Heppner that interior trade and recover some of the business around Spray, lost several years ago," he continued, "and that is by you people, to a man, getting behind the proposed Heppner-Spray road. It will mean dollars in every Heppner man's pocket to get a really good road opened through there because that is a route that can be kept open the year around and it will undoubtedly bring back to you people a goodly portion of that trade because those people who have been coming to Heppner do not like to change except as they are forced to by road conditions. While in Condon the other day," the speaker continued, "I saw tons of freight piled up in the Condon freight house consigned to Monument, Long Creek, Hamilton, and many other Grant county points and it made me feel bad to think that the boys over at the Heppner depot are not kept hustling around like I used to be handling all that freight."

"This matter is of most vital importance to Heppner," concluded Mr. Huddleston, "and I cannot understand why you people do not get together and go after it with at least as much vim as Condon is going after that trade. As soon as Condon heard of the Monument fire last week they started a truck load of relief supplies to the fire sufferers. I have not heard of Heppner even doing that much."

CAR SHETLAND PONIES

Will unload a car of Shetland ponies Heppner by Wednesday evening, July 5th. All solid black and the kind you will like. Can spare a few yet. Come look them over.

C. C. CALKINS