

# HEPPNER HERALD

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## HEPPNER HOST TO GOVERNOR, COMMISSIONERS

### BRILLIANT PARTY GIVEN IN HONOR OF VISITING OFFICIALS

#### Banquet and Dance Ends 18-Day Inspection Trip Over State Highway System

Heppner was honored last Saturday evening in having as her guests a party of Oregon's most distinguished citizens in the persons of Governor Ben W. Olcott, Senator R. A. Booth, chairman of the State highway commission, Hon. John B. Yeon and Hon. W. B. Barratt, members of that body and Mr. R. A. Kline, secretary to the commission.

John W. Kelly, R. C. Johnson and Harry C. Frye, Portland newspaper writers representing the Oregonian, Journal and Telegram respectively, were also members of the party.

Saturday evening was the time and Heppner was the place which marked the end of a trip of more than 2600 miles made by the highway commissioners with the governor as their guest over the state highway system, the trip lasting 18 days, making an average log of around 150 miles a day.

The party started from Portland, going via Astoria, Tillamook and on down the coast as nearly as possible to Crescent City, California where a joint good roads meeting was held with citizens and officials of that state.

The party then crossed the Cascades into eastern Oregon, visiting practically every county except Harney, going via Bend, Mitchell, Dayville to Ontario, thence to Baker and LaGrande and on to the Wallowa country. Turning back, the party visited LaGrande and Pendleton from there going south over the Ukiah Ritter-John Day road, then down the John Day highway to Spray and over the proposed Pendleton-Prineville cutoff to Heppner.

The party reached Heppner late Saturday evening where a substantial dinner had been arranged at the hotel and was enjoyed by the visitors and about 75 prominent citizens of the town and county.

Hon. C. E. Woodson presided at the dinner and after large quantities of spring chicken and other substantial and dainty viands had been disposed of, interesting talks on road matters were discussed by Messrs Booth, Barratt and Yeon, each of whom showed a wonderful grasp of the tremendous problems they have been grappling with and working out during the past years.

Governor Olcott was then introduced and the spontaneous and hearty welcome he received showed that he has a host of warm admirers in this section.

Governor Olcott confined his remarks largely to a description of the trip that was just ending saying that he had thought before starting out that he knew Oregon pretty well but he was amazed to find that the trip had revealed to him, proved that he, in common with the ordinary citizen, in reality knows but little of the wonders of Oregon.

The governor made no reference to politics while in Heppner, having maintained the position during the entire trip that his mission was not a political one but a trip taken to acquaint himself with the highway system and its relation to the present and future development of the state.

"If every citizen of the state could make the same trip I have just taken," he said, "we would see a wonderful difference in the development of Oregon immediately."

Following the governor's address, visiting newspaper men spoke briefly on their impressions of the trip, all uniting in the opinion that Picture Gorge on the John Day river, is a scenic marvel unsurpassed by any natural scenery in America.

Following the dinner the guests were taken to the Elks club where a dance had been arranged in honor of the visitors and in which the governor and other members of the party joined most delightedly. Governor Olcott is fond of dancing and his democratic manner and ideas made him a most charming guest to entertain. Commissioners Yeon and Barratt and Secretary Kline also threw official responsibilities and thoughts of age in the discard and joined with the governor in making the evening

MRS. JULIA M'CUDDEN



Mrs. Julia McCudden of London, who came to the United States to represent the British War Mothers at the burial of the unknown American soldier in Arlington National cemetery.

## WORLDWHEAT SHORTAGE WILL AID U. S. FARMER

WASHINGTON, July 22—American wheat growers held a strong position this year. American wheat is needed in larger quantities to feed the world. Europe's supply of the bread staple is low. The world's stock of wheat is below average. The world's consumptive capacity for wheat tends toward the pre-war average, while crops of all wheat nations, except the United States, show reduced output.

Surveys of crop output made by experts of the commerce department show that wheat stocks are the lowest in several years. Argentina and Australia have much less wheat than last year. The carryover crop of the United States is comparatively light because of the heavier demands from abroad. Canada is reported to have large stocks on hand.

To meet international wheat demands the United States and Canada will share in orders, the United States keeping in the lead as a wheat exporter. Experts find that wheat is passing through somewhat the same stages of readjustment as wool, cotton and other staple products. In pre-war times Europe was relied upon to absorb the American surplus as wheat producing countries.

The world would have faced serious wheat shortage during the past two years if surplus wheat stocks had not been accumulated as a result of heavy production during the war years, according to the expert opinion of the government. Successive large crops during the war years helped to carry the world over the lean producing years that followed the war. The records show, however, that both production and consumption of wheat have been below average for five years.

Wheat consumption of Central and western Europe fell from 2,000,000,000 bushels in 1913 to 1,200,000,000 bushels in 1917. Since 1917 there has been a steady recovery in production and imports by Europe. In 1921 consumption reached about 1,850,000,000 bushels. This year Europe's consumption will go back close to pre-war levels.

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the perfect ending of some 18 more or less perfect days. The newspaper boys also, in spite of the evidence of advanced age indicated by their unattached domes, allowed the high officials to get nothing on them when it came to choosing wisome partners. They also agreed that Judge Dutton made no mistake when he recently declared in the Imperial lobby that Morrow county has it all over the movie studios in the matter of really pretty girls and beautiful women.

The party left at 5:00 A. M. Sunday morning for Portland.

## Does Heppner Need Two Newspapers?

Once in a while the writer has heard the complaint advanced that one newspaper is enough for a town the size of Heppner; that two newspapers entail an additional and unnecessary expense on the community. Let's look into this thing for a moment.

There was a time when Heppner had but one newspaper. That was years before the present publisher of the Herald ever saw the town. Evidently a demand arose for the second publicity organ for another was started and ordinarily such enterprises are not established unless there is a demand, promised patronage and fair prospects of making good. The two papers were published for several years when they were purchased by one man and consolidated. Then for several years the town again had but one paper. Again, there was evidently demand for the second paper and, again, a new man came in and started the present Heppner Herald, a little more than eight years ago. Since that time the town has had two papers and while neither of them have grown rich both have made a living, supported families and did what they could to make Heppner a better town.

There was also a time, no doubt, when Heppner had but one store, one blacksmith shop, one barber shop, one milliner store, one garage, one drug store, one bank, one only, of each line of business now represented in the town.

Following out the same line of reasoning would Heppner be a better town than it is today if every business man in town but one representing each different line of business would pack up his goods, lock his doors and move out thus giving the man remaining in business in his particular line a monopoly in that line? What a fine plan that would be for building up a town. For making a pretty good town a still better town to live in and to support schools and churches and Chautauquas and all the other activities that go to make a live, progressive modern town. And what supermen those who remained representing the various lines would need to be from the standpoint of ethics and strict integrity if they could all refrain from adopting as their business slogan: "All the Traffic Will Bear."

But, to go a bit further: why not, for the righteous cause of making Heppner a better town to live in, have all these individual monopolists, in turn pack their goods, lock their doors, and move out after inducing Rears and Sawbuck, or some other gigantic merchandising monopoly to open a branch in Heppner and handle everything from needles to threshing machines and from khaki pants to pink pills.

The way to build up a town is to encourage new people to come into it, build their homes, go into business, patronize other business houses already established, help support the schools, churches, Chautauquas, social dances, ball games fairs, round-ups, and—speak it gently until after they get settled—help pay the taxes that all these things cost us. Every citizen, if he is fairly decent, partly honest and inclined to be law-abiding at times, is an asset to his town if he patronizes its different business institutions and pays his bills and any other policy that has a tendency to cut down the number of going businesses can only hurt the town.

True any of us might, from a selfish standpoint like to have a monopoly in our own particular little line but would any of us be willing to see that sort of thing become general?

Does Heppner need more than one newspaper? Does the town need more than one of anything else?

## Hills That Never Failed the Buffalo for Ages Gray With Exhaustion

By J. R. HOWARD, American Farm Bureau Federation.

Here and there a hilltop eighty has worn out and lies beneath the sun, indifferent to the seeds in its keeping, to the hungry who tramp over it. Hills that never failed the buffalo for nobody knows how many thousand years are gray with the exhaustion of extensive production.

Fortunately farmers are awakening to the fact that soil must be revitalized. Public opinion forbids the burning of straw. Legumes have been put to making hay and nitrogen. Fertilizer companies are doing business. Phosphate and limestone deposits are being distributed. The hilltop-eighties are being rejuvenated. Just as the land has been devitalized, here and there a farm community has worn out.

No nation has ever risen above the level of its agriculture, and the dead communities scattered through the United States are comparable to the white alkali patches on the hilltop eighty. And if allowed to spread will ruin our country just as sure as blight will wipe out an apple orchard.

## COP WITH MANY DEGREES



William D. Haislip, a policeman in the Ninth precinct of the Washington force, has been awarded degrees of bachelor of laws, master of laws and master of patent laws by the National university, and degrees from Virginia Polytechnic institute and Georgetown Law school. Haislip was an officer in the navy during the war.

## FOREST SERVICE AND COUNTY MAY COOPERATE

Under a recent ruling in the forestry bureau the forestry service may now cooperate with the counties of any state in which there are forest reserves in the building of forest roads through or adjacent to the national forests according to recent advice from Washington D. C.

Under past arrangements all federal forest funds for road-building in the several states were turned over to the state highway commissions for expenditure but under the present plan the forest people may co-operate with one or more counties independent of the state.

The ruling may prove valuable in the case of the Pendleton-Prineville cut-off in case the highway commissioners should fall to see their way clear to put that very important section of the highway on the state map.

The commissioners looked the route over last Saturday but gave no intimation while in Heppner just what their decision on the matter will be.

Heppner people did not expect a decision from the commissioners at this time but feel assured that the commission will give the matter fair and impartial consideration at the proper time.

## WORK IS STARTING ON CILLIAM END OF HIGHWAY

The best news of the season for the people of this county is that a contract has been let for grading and macadam on the lower end of the Oregon-Washington highway through the corner of Gilliam county and that Sheerin & McCall, who sub-contracted the work from the Warren Construction company, are assembling their plant and getting ready for active construction. The rock crusher is being set up and as soon as a short section of the work is graded the macadam crew will follow up with the crushed rock. It is expected the work will be completed by the first of the year.

This link, when completed, will give Heppner a continuous macadam and hard surfaced road to Portland, Pendleton and all connecting points.

The state highway commission, recognizing the value of completing this 9-mile link, were ready to let a contract some time ago under an arrangement with Gilliam county that the market road fund of that county would be applied on the county's share of the work when an adverse decision by a judge in Polk county regarding the use of market road funds halted the matter. Other arrangements were made by the commission and Gilliam county officials with the result that the work is to be completed.

## COUNTY JUDGE HEADS RECEPTION COMMITTEE

### EXPECTED GUESTS EVADE GREETERS, BEAT 'EM TO TOWN

#### Chicken Dinner, Dancing Party, Pretty Girls, All Attractions Needed

When Judge Campbell was advised that the members of the state highway commission accompanied by Governor Olcott and a few other celebrities—meaning three Portland newspaper writers—were expected to drive from Dayville to Heppner last Saturday on the last leg of their highway inspection trip, he organized a reception committee to go forth like knights of old, meet the distinguished visitors and escort them to town with all due pomp and ceremony. Had some things that the judge, who piloted the party, planned or happened, and other things that he didn't plan on, not have happened, this story could have been told in few lines. "But," as Frank Gilliam might say, "this life is just one damned thing after another anyway," and that proved true Saturday.

If the governor had not gone around by Condon, if the commissioners had not been delayed at Spray, if a tree had not fallen across the road if Sam Notson had not told the story of the card lot of the man who went to live at Spray, if Crawford and Clark had not eaten so many snails and sausages, if the h. m. had not fallen down in his deductions regarding auto-tracks in the dust and the workings of the highway commissioner mind, and if Barratt had not, for some unknown reason, evaded the Hardman police force by avoiding Main street and slipping his party through a back alley in passing by that town, all might have rolled into Heppner as per original plans with flags waving, drums beating etc., etc amidst the plaudits of the populace.

According to Mr. Barratt the trip was unnecessary so far as the visitors needing a guide was concerned for that gentleman says that when at Dayville, Governor Olcott learned there was to be a dance, Mr. Booth, who is a deacon in the Methodist church, learned there was to be a chicken dinner, and Johnny Kelly, Harry Frye and R. C. Johnson learned that Heppner was where Judge Dutton came from and all the pretty girls he has told them about stayed at; neither flood, fire, blowouts nor any other physical obstacles would have hindered their coming and each man would have plowed along the trail with a definite purpose in view.

But the trip was worth while at that. To several members of the party actual road conditions between Heppner and Spray had been a closed book. We had heard about it but it required actual experience to understand.

Going up "Dead Man's hill," beyond Rock Creek was an epoch in some of our young lives and coming down was at least two epochs. We reached Rock creek again and got our breath back the vote was 100 per cent pure that that particular road needs fixin'.

As everything turned out the reception committee lost one perfectly good governor and three excellent road commissioners during the day but as things ultimately turned out the lost officials found themselves and beat the committee to town, thus proving the potency of the rulling passion strong in the mind of man—chicken dinner, dancing party, pretty girls.

Even Bob Carsner might exceed the speed limit with such attractions ahead.

## FOREST RANGERS GIVE WARNING

A warning of importance to all persons expecting to go into the national forest to camp, is being sent out by the forest rangers to the effect that every camper within the federal forest reserves must have a permit to build camp fires. This is an imperative rule of the forest service and is being enforced by other sections of the country and local rangers say that from now on the rule must be observed here. Permits may be secured from any forest ranger.