

THE HEPPNER HERALD

AN INDEPENDENT NEWSPAPER

S. A. PATTISON, Editor and Publisher

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UNION PACIFIC SHOULD BE PERMITTED TO DEVELOP OREGON

In a recent address before the Portland Ad Club, Arthur C. Spencer, general attorney for the Union Pacific System made some very important observations on the much discussed Southern Pacific-Central Pacific Dissolution case arguing from the standpoint that the future development of Oregon depends largely upon letting the Union Pacific enter western Oregon to secure business which, instead of being diverted directly to California, will go East by a route that will traverse the entire length of this state. Mr. Spencer concluded his address as follows:

"The line projected westerly across the state from Ontario, which the Union Pacific had built as part of a main line and in which it invested some \$6,000,000.00, found itself barred from the western Oregon territory, which was to contribute substantial traffic to its support and maintenance. It therefore terminated its construction at Crane, 127 miles from Ontario and leased the road to the Oregon Short Line, which has operated it ever since at a substantial loss.

Since President Gray committed the Union Pacific to the completion of the Natron cut-off (conditioned, of course, on Union Pacific control), the Southern Pacific follows with the promise to complete it if the Supreme Court decision be set aside, and it proposes further to build a line south from the Natron cut-off to a connection at Susanville in northern California whereby to more efficiently control Western Oregon tonnage destined for the East. This proposal is seemingly received with enthusiasm by some moulders of public thought in Portland and Western Oregon, and is represented by them to be fraught with great benefit to Oregon.

The fact is that the projected line, if accomplished, will render Oregon development impossible, if indeed we are to recognize Central and Eastern Oregon as a part of Oregon, and at the same time confer no substantial benefit to California.

The distance from Eugene to Granger over the proposed route through Susanville would be 1143 miles, compared with a distance of 924 miles from Eugene by way of Natron and Ontario to Granger. But the Southern Pacific would continue to control the business against the Oregon line because it will originate with the Southern Pacific if the Union Pacific is kept out of Western Oregon.

How can Oregon expect railroad development east and west if the business originating in the state destined east is thus diverted and taken out of the state.

The cost of completing the east and west line across Oregon would, of course, be large, but the loss in operating such a line without Western Oregon traffic would soon be greater than its original cost.

The law will not permit the construction of a line that will not pay its operating expenses and fixed charges, and while the Union Pacific cannot say what it will do in Central Oregon until it knows what it may be permitted to do, we can safely say that it will not and cannot in the near future attempt the completion of its line across the state if it is to be barred from participation in the Western Oregon business.

If Oregon permits the diversion of Oregon business in this way, there is nothing in sight or in prospect with which to support an Oregon line. The problem of Oregon railroad construction and operation would be much simplified if Oregon would insist that its traffic of Oregon origin and Oregon production, move, when destined to the East, through Oregon, instead of being diverted out of Oregon. Such an Oregon programme would not only sustain an Oregon road and develop Oregon areas, but it would create and place Oregon property upon Oregon assessment rolls. It would keep in Oregon a part of the tolls paid by Oregon for Oregon transportation in expenditures by an Oregon railroad for taxes, timber purchases and other materials and supplies, and would mean the employment in Oregon of Oregon labor. The states to the north and south, having no interest in the traffic in question could not be prejudiced and could and would only welcome the resulting Oregon development.

RECEIVES WORD OF FATHER'S DEATH

County Judge W. T. Campbell received word a few days ago from his old home at Listowell, Ontario, Canada, apprising him of the death of his father, Alexander Campbell who passed away July 16. Mr. Campbell was one of the old pioneers of

that section of Ontario having come there from Scotland in 1854. He was almost 85 years old. He leaves five sons and four daughters, all of whom reside in Ontario except Judge Campbell of this city and his brother Jack Campbell, who resides in the state of Washington. His youngest son was killed in action in Belgium during the world war.

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HARDMAN PROUD OF UNION HIGH SCHOOL

During a short visit at Hardman the other day the h. m. found time to admire the attractive union high school building which is officially known as Union High School No. 1 of Morrow county.

The people of that live community are justly proud of the school and of the work it is accomplishing. Twenty four pupils attended the school last year and at least 30 are expected to register at the opening of the coming term.

Carl Kirch, of Portland, an educator with high recommendations as an executive and an instructor, has been employed for the coming year.

The graded school is also doing splendid work at Hardman, a class of 13 having been graduated last June without a failure in the class.

HIS SAFETY DEPOSIT BOX

Banker Would Have Put Would-Be Borrower With His Other Business Securities.

The great banker looked keenly at the young man. "So you are temporarily embarrassed, eh?" he asked kindly.

"I am sorry to say I am," said the young man, emboldened by his manner.

"How much do you want?" "Five hundred dollars would tide me over."

"And what security can you offer?" "I can offer you," said the young man, impressively, "my own personal security."

The old man arose with a slow smile and raised the lid of an iron-bound chest which stood in a corner. "Will you get in here, please?" he said.

"In there? Why?" "Because," was the reply, "this is the place in which I always keep my securities."—Kansas City Star.

CECIL MAYOR HEADS PARTY ON COAST TRIP

Herbert Sumnerfeldt arrived in Ceel on Sunday from Portland and will assist Krebs Bros. at The Last Camp during the haying season.

A large party of young people enjoyed themselves on Sunday at a picnic held at Mr. and Mrs. Geo. Hendricksens residence, Strawberry Ranch. They finished up with a ride on the Columbia highway before saying au revoir.

Mr. and Mrs. R. E. Harbison of Morgan were calling on Cecil friends on Monday. R. E. informed us that Al. Ely was the first party to deliver wheat into his warehouse at Morgan. The wheat was delivered on July 17th Al. Ely was also first with wheat last year June 26th, 1921 being the date given by R. E.

Mr. and Mrs. Dean of Fourmile were visitors with Mr. and Mrs. Everett Logan at Cecil Sunday.

Mr. and Mrs. Zenneth Logan were week end visitors in Condon.

W.G. Hynd, of Rose Lawn, Sand Hollow, arrived in Ceel Sunday and left on Tuesday accompanied by Mr. and Mrs. Jack Hynd of Butterby Flats and Mr. John Shaw of Arthur Canada and also Miss A. C. Lowe, of the Highway House. This party left Ceel in the Mayor's new Buick car in the small hours of Tuesday morning and intended taking in Seaside and other places of interest. We suppose they are going yet as no word has been received from the travelers since they left.

Mr. and Mrs. George Perry, of Ewing were doing business in Heppner Wednesday.

Miss Minnie H. Lowe and brother Bob were calling on Mather Elvin Miller at the Highview ranch Tuesday. We are glad to hear that Elvin is improving under the care of Dr. Walker of Ione.

Mrs. Melvin Logan and son Gene, and friend Sydney Wilmot of The Willows spent Wednesday and Thursday among their Cecil friends.

Mr. and Mrs. George Krebs of The Last Camp ranch were visiting with Mr. and Mrs. Phil Brady at Athlone Cottage near Ione on Friday.

Mr. and Mrs. B. Roberts who have been visiting for several days at the home of Mr. and Mrs. T. W. May at Lone Star ranch left for their home in Portland on Thursday.

Mr. and Mrs. Oral Hendricksen and Miss Orpha Williams were calling on their friends in Ceel Sunday.

John Shaw, W. G. Hynd, Mr. and Mrs. Jack Hynd and son Jackie, and Earl D. Wright of the Highway of-

fee at Ione were entertained at dinner Sunday at the home of Mrs. T. H. Lowe.

Jackie Hynd and Bob Lowe left Butterby Flats Thursday with a band of young horses which they are taking to Freeseau.

Harvesting has begun around Ceel but no definite reports are at hand at time of writing regarding quantity or quality of wheat. Judging from the expressions of several farmers faces seen in this district, they have nothing to boast of. Second crops of alfalfa are being cut now.

NOTICE OF FINAL ACCOUNT

Notice is hereby given that the undersigned Administrator of the estate of Andrew J. Warren, deceased has filed his final account with the County Court of the State of Oregon for Morrow County, and that said court has ordered that said account be settled on the 16th day of September, 1922 at the hour of two o'clock P. M. of said day, in the Court room of the County Court in Heppner, Oregon.

Objections to said account must be filed on or before said date. 13-20 Alexander Warren Administrator

PROFESSIONAL CARDS

R. Z. GROVE
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F. A. McMENAMIN
LAWYER
Office Phone Main 643
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Located at Calmus Blacksmith Shop
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Coal For Winter

Better place your order for your Winter Coal Supply NOW

Deliveries are apt to be uncertain this Fall and those who order first will get service first

Tum-a-Lum Lumber Company

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This institution offers a thorough, practical, and standard education at a cost within reach of the high school graduate

It offers training for collegiate degrees in:
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Fall Term Opens September 18

For circulars of information and illustrated booklet write to
The Registrar, Oregon Agricultural College
Corvallis, Oregon

Where will You be At 65?

Out of 100 average men, at the age of 25 today—

54 Will be Dependent on Others
36 will be dead
5 Will be working for a bare living
4 Will be well to do
1 Will be Wealthy

You may be one of the hundred today, but where will you be at the age of 65? It depends upon how you can answer the following question—

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One Dollar Opens A Savings Account With This Bank

Farmers and Stockgrowers National Bank
Heppner, Oregon

Fell Bros.
AUTO REPAIR SHOP
Fords a Specialty
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Special Mid-Season Sale
At Greatly Reduced Prices
Ladies Suits, Coats, Skirts, Gingham, Voile, Silk and Wool Dresses
An Unusual Assortment
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