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PIERCE SEEKS KLAN VOTE

Hon. Walter Pierce, democratic candidate for governor of Oregon, is evidently seeking the support of the Ku Klux Klan in the coming campaign if we are to judge by his recent statement in which he announces that he will support the so-called compulsory school bill which has the solid endorsement of the klan and other so-called "patriotic societies."

Mr. Pierce also has a good deal to say about reducing taxes, a reform he has stood for for many years and just how he can reconcile the reduction of taxes with a measure that, if enacted, must necessarily increase the public school taxes, is not quite clear.

School taxes are no small item in our total tax bill here in Oregon and it is a self evident proposition that if the compulsory measure should carry and all of the private schools are closed it would mean a very considerable increase in attendance on the public schools which are supported very largely by a direct tax.

In Portland alone there are 14,000 children in elementary and private schools and should they all be added next year to the public schools the present congestion would surely be vastly increased and the present cost to taxpayers piled up.

Statisticians tell us that the average cost of modern school houses is around \$15,000 per room which would mean, figuring 35 pupils to the room, about \$6,000,000 for new school houses in Portland alone if the bill is enacted.

The men who figure these things out also tell us that the cost of maintenance and operation of the elementary schools of the state is about \$70 per pupil which would mean if these 14,000 new pupils were added, an additional expense to the taxpayers, of \$980,000 and if we add interest on the \$6,000,000 bonds the total additional school tax would run well over one and one-quarter million dollars.

Mr. Pierce as a champion of tax reduction, in which he is no doubt sincere, should be careful about sponsoring a measure that will eat up that amount of money that must be put up by the people of an already tax-crushed state.

Germany was reported the other day as a heavy buyer of wheat in England and the price in England took a material advance. That may have some effect on the market in this country but not to the extent that the fact—which will appear a few months hence—that the American farmer has been forced to sell at a low price will have. When that condition is pretty well worked out then we may look for wheat to advance to a figure that will partially excuse the generally prevalent high price of bread.

Word comes from Salem that Dr. Brumfield cheated the hangman by committing suicide. Too bad these murder-suicide cases do not start at the other end of the line and do the suicide act first.

BEARING A RAILROAD TRAIL WITH CORD WOOD

It may be that the shipment's strike is about over but its effect seems to be still with us if we are to judge from the appearance of the equipment at the Heppner branch. This morning when the coaches were set in front of the depot, a Herald reporter noticed a train man shoving a block of cord wood in front of a wheel of the forward coach and was curious enough

to ask about it. The train man was inclined to be non-committal at first but finally admitted that the brakes were in such a condition that they could not hold the coaches when the engine was not in front of them and it developed that the cordwood braking system is necessary at Lexington and here also when the coaches are left standing. Drawbars and other parts of the equipment also seem to be out of order and the general condition does not add to the peace of mind of passengers.

MENACE OF THE AUTOMOBILE

The increasing menace of the automobile throughout the country is emphasized in a statement issued by the National Safety Council on a tabulation of automobile fatalities in 50 representative American cities.

One-sixth of all deaths from accidental causes in the United States during 1921 are checked against the automobile, according to Safety Council figures. Thirty-five persons lost their lives each day of the year, bringing the total number of victims up to 13,000, an increase of about 3 1/2 per cent over the year 1920.

According to figures compiled by the Inter-State Commerce Commission, there were about 1,792 persons killed at railroad crossings in 1921. About 75 per cent of these, or 1,376, were occupants of automobiles.

Mr. and Mrs. J. W. Stevens and Mr. and Mrs. Ray Steers, are in from the Haradan country today. Mr. and Mrs. Steers brought their little daughter to town for medical attention.

Miss Cecile Stevens is teaching in the Burton Valley district this term.

George Moore, who underwent an operation at a local hospital a few days ago for gall stones and appendicitis is reported recovering rapidly.

The condition of Miss Hazel Brown who is in a local hospital where she recently underwent an operation for appendicitis, is reported as yet being in a serious condition.

W. H. Lowe, of Cecil, an appendicitis patient in a local hospital, is improving rapidly. Miss Bushke, of near Ione, is also getting along fine.

Speaking of peaches that box of late Crawford's J. D. Bauman left at this office the other day were the real article. Mr. Bauman is one of the county's most successful farmers because he knows how to make so many things good to eat, grow to perfection.

Alaska May Solve Wood Problem.

Alaska alone is said to have wood enough to fill one-third of the newspaper need of the nation. There are 55,000 acres of fine lumber available most of which is spruce and hemlock and the remainder is pine. Alaska's gold will probably vanish before her wood supply is exhausted. There are forty varieties of wood which will soon become marketable by the opening up of transportation facilities.

Making 20 Years of Racing Serve Car Owners Today

IN the early days of automobile contests, Barney Oldfield—out to win every race—studied tires. His consistent success led other drivers to ask for tires constructed to his specifications.

Twenty years of road and track victories—with a steady and increasing demand for tires as he built them—convinced Barney Oldfield that these speed tests pointed the way to a better tire for everyday use.

The enthusiastic reception of Oldfield Cords by the public proved he was right. Scores of the most prominent dealers in the country—and many thousands of car owners, experienced in the use of tires—bear witness by their decided preference that Oldfield is doing a bigger and better job of tire making.

This volume, handled in an effective way in every phase of manufac-

ture and distribution, has resulted in price quotations far below what you'd expect on tires known to be better built and more enduring.

Practically every important race event for three years has been won on Oldfields. The Wichita Test Run in which an entire set of Oldfield Cords covered 34,525 miles on rough roads proves the mettle of the Most Trustworthy Tires Built in everyday driving.

The Master Driver and Tire Builder has given the public a new standard of tire wear and tire cost—a true economy that every car owner should know about.

Your Oldfield dealer has these facts—talk to him.



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