

TEACHERS' EXAMINATION

Notice is hereby given that the County Superintendent of Morrow County, Oregon, will hold the regular examination of applicants for State Certificates at Heppner, as follows:

Commencing Wednesday, June 13, 1923, at 9:00 o'clock a. m., and continuing until Saturday, June 16, 1923, at 4:00 p. m.

WEDNESDAY FORENOON
U. S. History, Writing (Penmanship), Music Drawing.

WEDNESDAY AFTERNOON
Physiology, Reading, Manual Training, Composition, Domestic Science, Methods in Reading, Course of Study for Drawing, Methods in Arithmetic.

THURSDAY FORENOON
Arithmetic, History of Education, Psychology, Methods in Geography, Mechanical Drawing, Domestic Art, Course of Study for Domestic Art.

THURSDAY AFTERNOON
Grammar, Geography, Stenography, American Literature, Physics, Typewriting, Methods in Language, Thesis for Primary Certificate.

FRIDAY FORENOON
Theory and Practice, Orthography, (Spelling), Physical Geography, English Literature, Chemistry.

FRIDAY AFTERNOON
School Law, Geology, Algebra, Civil Government.

SATURDAY FORENOON
Geometry, Botany.

SATURDAY AFTERNOON
General History, Bookkeeping.
Yours truly,
J. A. CHURCHILL,
Sup't Public Instruction.

LENA SNELL SHURTE,
County Sup't. 6-7

BOSTON WOOL MEN RETURN

Ed W. Cox and George R. Colby, Boston wool buyers who bought a large amount of fine wools here a few weeks ago, returned to Heppner Sunday evening and are now in the market for the heavier grades of wool. They are buyers for the American Woolen Mills Co.

FROM ANOTHER CORRESPONDENT

C. J. Curtis of Los Angeles has purchased the M. B. Signs farm adjoining the city and while Mr. Curtis does not anticipate making his residence here, still this project looks good to him as a place for speculation.

Boardman's new cheese factory started in full blast this morning and in a very short time Boardman cheese will be on the market again.

C. G. Blayden has returned from his trip to Mansfield and North Bend where he went as a delegate to the Odd Fellows lodge. George says the wind blows too much in that country for him.

Boardman's base ball team met the Ions team on Ione's diamond on Decoration Day.

Boardman's strawberry crop is about all harvested, being about two weeks earlier than the Hood River valley. Watch the next year's crop.

Hay cutting will be on in full blast in a few days.

EVER NOTICE THIS?

Did you ever pause in the Condon postoffice long enough to take a squint at the waste basket, or the floor shortly after a number of people have received their mail? If you have you were probably struck by the number of form letters and hand bills that littered it up. In fact, you doubtless were struck with the fact that many of them had been thrown in the basket as soon as they were removed from the envelope, the recipient never even taking the trouble to give them a second glance.

But did you also notice that you don't see anyone throwing newspapers, and especially the home-town newspaper in the waste basket or on the floor? Did you notice that newspapers are always carried away? Well, right there is a mighty good argument in favor of advertising in the newspaper. The circular letter—a costly form of advertising—goes into the waste basket. The home-town paper goes into the home. Remember this and spend your advertising money accordingly—Condon Globe-Times.

FORD OUTPUT INCREASING

Sales during April totaled 165,582 Ford cars and trucks, 50,000 more than were delivered in the same month last year when 115,282 retail deliveries were made.

New production records were established by the Ford Motor company for the week ending Tuesday, May 8, during which a total of 39,053 cars and trucks were turned out for domestic use, according to announcement by the Ford News. This exceeds by 192 the previous high record set the week before.

Daily production records went to a new high mark Friday, May 4, when 6,590 cars and trucks were assembled, beating the record of 6,573 established on Tuesday, April 17.

Fordson tractor production for the week ending Tuesday was 2,578.

During the same week the Lincoln division of the Ford Motor company produced 176 Lincoln cars.

U. OF O. ALUMNI WILL HOLD REUNION JUNE 20

University of Oregon, Eugene, May 27.—(Special)—A big reunion of alumni and former students of the University of Oregon who were graduated in the classes from 1878 to 1890, is planned at the institution during commencement week. The University opened its doors in 1878. The first class obtained degrees in 1878.

Daniel Waldo Bass, proprietor of the Frye Hotel, Seattle, and a student at Oregon in the "early days,"

Ford SEDAN

Even More In Demand

The Ford Sedan is accepted everywhere as the car for the family. A convenient car to drive, comfortable to ride in and it affords so much pleasure at such low cost that its use is practically universal.

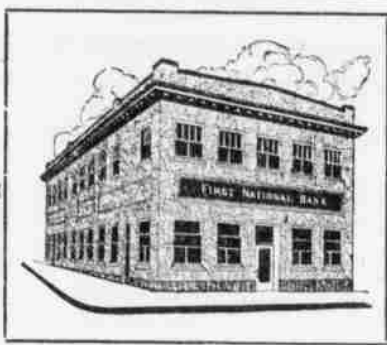
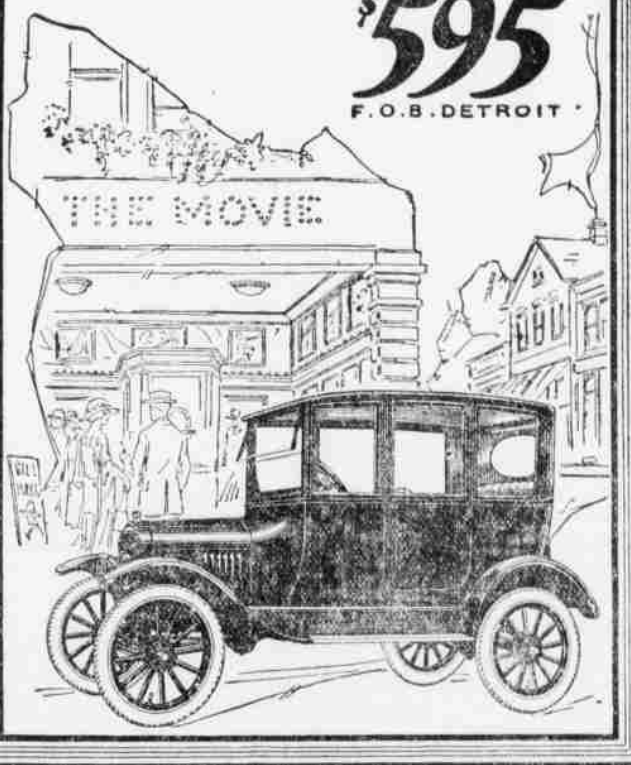
Finer upholstery, adjustable window regulators and refinements in chassis construction have built up quality and yet the price has never been so low.

The demands for this car are so great that delay may prevent your getting delivery. List your order now. A small down payment—the balance on easy terms.

*Ford prices have never been so low
Ford quality has never been so high*

LATOURELL AUTO CO.
Heppner and Boardman

\$595
F. O. S. DETROIT



Margin

Leave an ample margin between your income and your expenses. What you lose in immediate pleasure will be amply repaid in the sense of assurance and self-respect which go hand in hand with a good-sized bank account.

Living on margin is diametrically opposed to the principle involved in buying on margin. The former is wise conservation, the latter is speculation.



First National Bank
Heppner Ore.

Union Pacific to Spend Forty-two Millions for 1923 Improvements



To care for increased business and to better serve its patrons by handling traffic without delay, even during times of peak business, the Union Pacific has entered upon a program of improvements for 1923 estimated to cost \$42,817,708, the principal items of which are:

Branch lines and extensions.....	\$ 5,992,837
Equipment.....	11,547,895
Additional main track (double tracking).....	5,158,746
Additional yard and passing tracks.....	3,001,622
Shops, enginehouses, tools and machinery.....	3,992,621
Water and fuel stations.....	1,802,783
Station and terminal facilities.....	2,651,771
Property for terminal expansion.....	1,143,725
Elimination of grade crossings.....	858,354
Additional signals and interlocking.....	241,533
Heavier rails.....	1,907,200
Bridge betterments.....	2,024,255
Ballasting and other road improvements.....	2,454,880
TOTAL.....	\$42,817,708

New construction includes a line from Lund to Cedar City, Utah, opening up a territory rich in agriculture, iron and the scenic attractions of Zion National Park, Bryce Canyon and Cedar Breaks; also an alternate line through Boise, Idaho, and a branch in the Idaho Falls District. A line from Delta to Fillmore, Utah, not included in the foregoing, was completed last month.

The additional main track will provide double track from Omaha to Ogden and Salt Lake, except for 27 miles. With connections east of Omaha, it means 1,515 miles of double track westward from Chicago, the longest continuous stretch of double track in the United States over which solid through trains are run.

New equipment includes 78 freight locomotives and 57 all-steel passenger train cars. All main line through passenger trains will now be all-steel equipped. These expenditures are in addition to 4,500 box and automobile cars, 45 steel passenger train cars, 80 locomotives and 100 tank cars, purchased last year and delivered this year. Nor do the figures include 5,630 new refrigerator cars of Pacific Fruit Express Company owned jointly by the Union Pacific and Southern Pacific, purchased in 1922 and 1923 that will be available for the 1923 perishable traffic.

These improvements are in addition to the regular maintenance program. They will be made from new capital and out from earnings. The work will give employment to a vast number of persons in the territory served.

This program is entered upon with a firm belief in the prosperity of the Western states and a confidence that the people in the territory served by the Union Pacific will cooperate in maintaining the railroad at a point of greatest effectiveness.

Constructive suggestions are always welcome.
G. R. GRAY,
President.

IT PAYS TO READ THE HERALD ADS

ELKHORN Restaurant

Come in and look over our new location in the Odd Fellows building, where you will find one of the best equipped dining rooms in eastern Oregon.

And when you have inspected the front, come back and take a look at our sanitary kitchen.

You will be able to get quick service at our lunch counter.

GOOD MEALS AND SERVICE

— at —
POPULAR RATES

ED CHINN, Propr.

Flour! Flour! Flour!

TREAT THE FAMILY TO HOME MADE BREAD AND ROLLS

FREE

A Two Pound Sample Bag of

KERR'S BEST PATENT FLOUR

Or buy a sack, use half or more, and if not satisfied return it to us and get your money back.

Samples may be had at
Sam Hughes Co. Thomson Bros.
Prophet & Company

or
BROWN & LOWRY WAREHOUSE

UNION PACIFIC TO MAKE MANY IMPROVEMENTS

Omaha, May 25.—Announcement is made by C. R. Gray, president of the Union Pacific, that the company plans to spend almost \$43,000,000 this year in new improvements, "to care for increased business without delay, even during times of peak business." The biggest item is \$11,500,000 for new equipment which includes 78 freight locomotives, and about 13,000 freight cars, some of which were ordered last year, and some of which are Pacific fruit express cars owned jointly by the Union Pacific and Southern Pacific.

The new double-tracking will give the Union Pacific practically a two-line the entire distance from Omaha to Ogden and Salt Lake. Adding the double track between Chicago and Omaha gives a two track line Chicago to Salt Lake City, 1515 miles, the longest continuous stretch of double track in the United States over which solid through trains are run.

New construction in Utah opens up territories rich in iron, agricultural and scenic attractions. A line has just been completed from Delta to Fillmore, Utah, and the line from Lund to Cedar City, Utah, is in pro-

cess of construction. The 1923 program of the Union Pacific contemplates an alternate main line through Boise, Idaho, and a branch in the Idaho Falls district.

HOW TO RESPECT THE FLAG

The Flag should be raised at sunrise and lowered at sunset. It may be raised at other times but should never be left out overnight, except when it is under the fire of the enemy. On Memorial Day the Flag should be displayed at half-staff from sunrise until noon, and at the peak from noon until sunset.

In raising the Flag to half-staff or half-staff, it should always be run to the peak and then lowered one breadth of the Flag. In retiring it, it should first be run back to the peak, then retired. It should never be allowed to touch the ground.

When the Star Spangled Banner is played or sung, stand, and remain standing at attention in silence until it is finished. When the Flag is passing on parade or in review, if you are walking, halt; if sitting, rise, stand at attention, and uncover.

The Flag should never be worn as a whole or part of a costume. As a badge it should be worn over the left breast. In decorating, the Flag should never be fastened or draped. Always hung flat. If hung so stripes are horizontal, the Union should be in the left upper corner. If hung perpendicularly, the Union should be in the right upper corner.

When the National Flag and another flag fly from the same pole, there should be double halyards, one for each flag. The Flag should never be placed below a person sitting. It should never be used in such a way that it might become soiled. When carried in parade or when dressed with other flags, the Stars and Stripes should always be at the right—the place of honor.

When the Flag is used in unveiling a statue or monument, it should never be allowed to fall to the ground but should be carried aloft to wave out, forming a distinctive feature during the remainder of the ceremony. When the Flag is placed over a bier or casket the blue field should be at the head. If used as an altar covering the Union should be at the right as you face the altar, and nothing should be placed on the except the Holy Bible.