

THE HEPPNER HERALD

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SOIL THE SOURCE OF WEALTH

Professor Powell of Oregon Agricultural college does not overestimate the relation of the value of the soil to the total agricultural wealth of the state when he puts it at two-thirds of the whole. It is impracticable to set a money value on an indispensable factor. Without soil the farm would be worth nothing at all and mankind would perish. Undoubtedly, as Professor Powers reminds us, it is "too valuable to waste." The wise farmer "farms for the soil and not for the crop alone."

The reminder would be trite if it were not true that the methods of the miner rather than those of the farmer still persist in many quarters. A part of what the farm gained by the nearly universal use of the automobile and larger employment of the tractor was lost by reduction of the number of horses and this has been intensified where specialized farming has excluded livestock from its scheme. More attention will be required than formerly to the exact requirements of soil, involving systematic rotation of crops, use of green fertilizers and of chemicals in such quantities as shall yield maximum results without being productive of pecuniary waste.

As a matter of fact the day of haphazard agriculture has probably passed, never to return. It has passed through two periods within a little more than a generation. The first, in which land was exhausted because it was cheap, was followed by overconfidence in chemicals as a restorative panacea. The latter, without precise scientific knowledge, added unduly to costs, but operated in another way to discourage good farming by removing incentive to rotation and tillage which would have accomplished better results in most instances without corresponding inroads on profits. Soil maintenance, a problem with which our forefathers were only incidentally concerned, will not be accomplished economically by guesswork, or by empirical methods. It is a matter of profound interest not only to producer but to consumer, who has the right to expect that the cost of his living will be based on methods and processes in keeping with the developments of a modern age.

The increasing number of farmers who are reported to be visiting the experiment station, larger enrollment in the agricultural colleges and deeper interest in the summer session are cumulative evidence that the lesson is being brought home. Development at Corvallis of a new vetch regarded as especially promising as a soiling crop on land lacking in nitrogen and humus and too cold or wet for other vetches is but an illustration of what is being done to promote soil conservation in the manner that is likely to be the widespread practice of the near future. Neither the neglect of the old days nor the lavish, costly and unintelligent use of chemicals of more recent years will be tolerated very long.—Oregonian.

EXPERIENCE COUNTS IN ROAD BUILDING

The character and density of road traffic have been changing so rapidly that experts are yet unable to speak authoritatively as to the best methods and types of road construction, according to Henry C. Wallace, secretary of agriculture, in an address before the American Automobile association.

Western states have spent many millions of dollars in the past five years hard-surfacing their highways. A cement pavement that would have stood for a thousand years under foot traffic or the pneumatic tires of automobiles not heavy enough to jar the road, has been found to crystallize and go to pieces under the constant impact of heavy, rapidly moving vehicles.

The old steel tire was satisfactory on wagons and buggies until the advent of the motor car. The greater speed of latter would soon wreck a vehicle whose wheels were not protected by a cushion of rubber. And in turn the jar and pound of the modern motor truck, passenger bus and heavier pleasure car will wreck the non-elastic, non-shock-absorbing, rigid types of pavement. It is for this reason that city streets have for many years been covered with a carpet of asphalt, if the road base itself is not of the asphaltic concrete type. On this account, also, western states are resurfacing miles and miles of their concrete highways with a shock-absorbing layer of asphaltic concrete. In this manner the original road investment of the taxpayers is conserved and the life of the road base prolonged for indefinite period.

Secretary Wallace is right in saying that conditions are changing so rapidly that it is difficult to speak authoritatively on best types of road construction. The experience of the west, however, has furnished conclusive proof that shock-absorbing pavements, traffic impact and the taxpayers' pocketbook are closely associated in any scheme of road construction that is undertaken.

RADIO IMPROVES RIVER SERVICE

The rapid development of radio and its use in commercial life are illustrated in its application to the operation of steamboats on the Mississippi river from St. Louis to New Orleans—1,100 miles.

One of the great objections to river traffic in the past was its isolation. Today all of the towboats and self-propelled barge units used on short auxiliary runs as feeders are equipped with wireless. The report their positions several times a day and their movements are watched as closely as are train movements in a dispatcher's office.

Radio is revolutionizing Mississippi river shipping and speeding up the arrival and departure of freight through putting the shipper and the boat companies in close touch with each other, thus obviating delays in loading and unloading freight or in waiting on the arrival or departure of boats.



NOTSON CHOSEN DIRECTOR
CRAWFORD MADE CLERK

Out of an estimated 500 legal voters in Heppner school district 34 men and women took part in the annual school election yesterday when one director and a clerk were to be elected. S. E. Notson was elected director by a practically unanimous vote and Vawter Crawford was retained as clerk by about the same heavy majority. Both gentlemen were without opposition, there being only one candidate placed in nomination for each place.

Street rumor was rife during the past few days that several candidates were being groomed for the race but like many street rumors the stories proved groundless but the result was a better attended school meeting than Heppner has had in several years.

W. P. Mahoney, chairman of the present board, was unable to be present, being called out of town on business and C. E. Woodson presided at the meeting. Mr. Mahoney had previously announced that he would not be a candidate for the position this year on account of the pressure of other business.

The clerk's report, as submitted to the meeting, embodied the following facts briefly summarized:

There are 455 persons between the ages of four and twenty in the district, of which 216 are males and 239 are females.

There were 15 teachers employed during the year of which 3 were males and 12 were females.

Estimated number of legal voters 500.

The financial statement shows that at time of making last report, June 19, 1922, there was cash on hand to the amount of \$1937.94. During the year there was received from district tax \$23098.05; from county school fund \$2610.69; from state school fund \$690.05; from elementary school fund \$3812.90; from tuition from outside pupils \$3857.03 and from other sources \$83.34.

Expenditures were as follows: Salaries (including superintendent, principal, teachers and janitor), \$21,829.75.

Supplies (including supplies used in instruction, fuel, light and power, and janitor's supplies), 2834.23.

Census and elections, \$85.20.

Repairs, improvements and replacements, \$716.33. Library books, \$192.51; insurance, \$115.00; interest, \$3447.60, and for miscellaneous purposes, \$181.04, making a total of \$29393.64.

Bonded indebtedness amounts to \$48000.00 and other indebtedness \$9,500.00, but of the latter item \$5000.00 has been paid since the report was made up.

Value of real property (estimated): \$63,000.00; furniture and apparatus, \$7500.00. Amount of insurance carried, \$29,500.00; average monthly salary of male teachers, \$221.60; of female teachers, \$131.30.

POOR TIME TO ARGUE

If the pursuers of the sugar bandits stop to argue about the tariff, the thieves will get away. The present tariff on sugar, which is 3/4 cent to 1 1/4 cents greater than the Underwood tariff, has no more to do with the sugar raid than it has to do with the price of bananas.

Under the former tariff this country saw the greatest profiteering in sugar the world has ever known; sugar sold in some localities as high as 35 cents a pound. There was no more excuse for that than there is for the present price.

In Canada, which has no Fordney-McCumber tariff, sugar is wholesaling at 10 and 11 cents a pound. The Liverpool market cane sugar is quoted at 12 cents a pound, and in London, 12.59 cents.

It is the sugar gamblers that are doing the dirty work, not the tariff, which is merely high enough to save our domestic beet sugar industry from destruction by foreign competition which prices go below cost of production in this nation.—Manufacturer.

A VICTORY FOR AMERICAN MOTORISTS

The Crude Rubber Monopoly weakened when it came into contact with aroused public sentiment. The press of the country today reflects the determination of the American motorist that tire prices shall stay at a reasonable level — and that America must produce its own rubber.

Firestone

CUTS TIRE PRICES

10%

EFFECTIVE JUNE 11

We announce a 10% reduction in tires and tubes effective June 11. The lowered cost of crude rubber and the special Firestone manufacturing and distribution advantages make this possible.

Firestone factories are organized on a basis of large volume and effective production. Costs are down but quality is at its peak. Stockholder workmen are daily building many thousands of Gum-Dipped Cords—the best tire Firestone ever produced and, we believe, the leader on the market today.

Firestone Cords took the first four places and eight of the ten money positions in the Indianapolis sweepstakes, May 30, without a single tire failure.

Firestone Gum-Dipped Cords have set new standards in mileage, traction, comfort and safety. Car owners have expressed their approval of the extra value in Firestone Gum-Dipped Cords by increasing their purchases 194% in the past six months.

We have replaced many expensive branches with warehouses. We now have 108 distributing points which are delivering Firestone tires to the consumer at the lowest cost in our history.

Follow the tide of economical tire buying—equip with Firestone Gum-Dipped Cords—and learn what Most Miles per Dollar means to you today.

Get a set of these Gum-Dipped Cords from one of the following Dealers:

I. R. ROBISON, Ione, Oregon

LEACH BROS., Lexington, Oregon

Most Miles per Dollar

Economy the Spirit of the Times

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IS A GOOD ILLUSTRATION OF THE FACT, YOU PAY FROM 7c to 8c PER POUND FOR THE LITHOGRAPHED CANS

WE CARRY A LINE OF BULK COFFEES AT

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