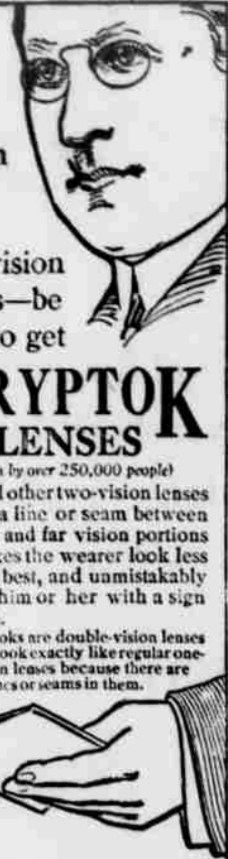


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See BRIGGS & NOTSON, Agts. Heppner, Oregon.

TRAINING OF TEACHERS HELD ESSENTIAL

Pendleton, Ore., Aug. 23.—"He who would teach must first be taught."

With this slogan, supplied by the educators of Oregon, Pendleton has undertaken an aggressive campaign for the passage of the initiative measure providing for the establishment of a state normal school for eastern Oregon. The real initiators of the amendment and its strongest supporters of it are the educational men and women of the state.

The board of the three educational institutions, the University of Oregon, The Oregon Agricultural College and the Monmouth Normal School, have endorsed the measure as has State Superintendent J. H. Churchill.

At the recent annual convention of the county superintendents of the state, the following resolution was unanimously passed:

"Resolved, that it is the sense of the County School Superintendents of the State of Oregon in Convention assembled, that the best interests of the schools of the state demand increased facilities for the training of teachers, and that we, therefore, endorse the initiative measure to establish a normal school at Pendleton."

J. C. Sturgill, President County Superintendents Association; Lincoln Savage, Secretary. Committee—S. E. Notson, Morrow County; O. C. Brown, Douglas County; H. J. Simons, Wheeler County; B. W. Barnes, Washington County; J. Percy Wells, Jackson County.

SPECIAL STORM WARNING WEATHER SERVICE

Weather Bureau Aids Sheepmen in Protecting Flocks From Storms.

In order to enable the owners of some 2,000,000 sheep and their lambs in the Northwest to protect the lambs and sheared sheep from the effects of disastrous storms, the Weather Bureau, during the spring of 1916, installed a special storm warning service for Oregon, Washington and Idaho sheep ranges. This service provided to be of such value to sheepmen during the recent lambing and shearing season that it will be continued and possibly somewhat extended.

Storms, especially those accompanied by snow and cold rains, kills large numbers of lambs and recently sheared sheep unless they can be protected in time. This is especially true, because early lambing to meet high market prices is extensively practiced in this section and because winter feeding is expensive, and sheep are usually shorn and put on the ranges as early as possible. Even before shearing, under especially stormy, snowy, and muddy conditions, a ewe will readily succumb to fatigue and starvation, and her lamb may perish with her.

There have been instances where the loss reached as much as 50 per cent of flocks, in which the animals were valued at about \$6 each. As a result of these losses the owners make a practice where possible of sheltering their shorn sheep in cayons and keeping them near shelters during unsettled weather in early spring. Later the sheep are allowed to graze more widely, and the herders must have advance of storms sufficiently in advance to enable them to drive the sheep to the nearest shelter. During the springs of 1914 and 1915 thousands of sheep beyond the reach of shelter perished in severe storms that swept over the states.

The service during the spring was operated through 25 distributing centers through which weather reports and special warnings covering temperature, rain, snow, winds, clouds, and clear sky, all of which have a bearing on the safety of the sheep, were distributed to nearly 100 other communities. The word was passed along by telephone to several hundred additional stockmen. In this way the warnings reached the owners of most of the sheep in these States by noon, or earlier, of the day of issue. In sections in and around the national forests the forest supervisors cooperated with the Weather Bureau in distributing these forecasts and warnings.

Harvey Miller has just returned from Butte, Montana where he was employed by one of the large mining companies of that district for the past several months.

He will spend several weeks on his father's farm northeast of Lexington before returning to O. A. C., where he will complete his course in Mining Engineering this coming year.

N. P. Cannon of the Longshoremen's Union is quoted as saying at a meeting of the Portland Central Council, as reported in the Portland Journal for Aug. 11th, page 7 column 2: "Nowhere in the world did the longshoremen receive as high wages as they did in Portland when they recently went on a sympathetic strike."

COUNTY SCHOOL NOTES

By S. E. Notson, Co. Supt.

The report from the extension division of the University shows that quite a number of teachers have not completed their reading circle work. The persons in charge of the work have been exceedingly lenient in regard to the work this year, and in fairness to them all, teachers should if possible, send in their manuscripts before Sept. 1. Those who do not secure the reading circle certificate will be required to take an examination on one of the books.

The writer visited the schools in Districts No. 7, No. 51, and No. 56 this week. Miss May Severance teaches in District No. 7. This school has an enrollment of nine. The pupils are all interested in their work. In District No. 51, Miss Sylvia McCarty and twelve pupils were working away diligently. A new organ has been purchased recently from the proceeds of a box social. This also has a new stove. Miss Gladys Musgrave teaches the school in District No. 56. The enrollment is eleven. This school has a new globe. The windows are provided with adjustable canvas shades.

Mr. Robert H. Young Deputy Game Warden, accompanied the writer on his trip, and addressed two of the schools on the subject of game preservation. The pupils were greatly interested in the subject.

After a two weeks' vacation, the school in District No. 59 opened, on Monday with Miss Opal Briggs as teacher. Miss Muender, who has been teaching this school, will teach near Oregon City this fall.

The new course of study will be off the press soon. The principal change in it will be the revision of the language and grammar work. The work in formal grammar will be made much stronger.

HEPPNER 25 YEARS AGO

From the Gazette of Aug. 27, 1891.

Senator Henry Blackman returned from Frisco last Friday. He came back looking well, and we must judge that the balmy breezes of California are just the thing. However, Mr. Blackman has been steadily improving in health since his return from Arkansas. His family will remain here for some weeks yet.

Last Sunday four of our popular Heppner boys, Dave McAtee, Lee Matlock, Frank and Al Roberts, hid themselves away from the blues in quest of game. Coming back late that evening, they reported quite a little accident, which fortunately did not prove serious. They were all busy shooting birds, etc., while riding along in the wagon, and perhaps the driver was so engrossed in the sport that he failed to notice just where he was directing the team. At any rate the vehicle struck a place too sidling for anything but a goat, and over they went. Several of the guns were at full cock, and its a wonder that one or more were not killed. "Mike" Roberts says the thing went over too quick for the guns to go off. Dave McAtee was the only one of the party who was hurt at all, being knocked senseless for a moment.

The new road to the North Fork and the Ritter large as viewed by Messrs. Isaac Settle, W. O. Minor, and Wm. Walbridge, will prove when finished, a boom for Heppner, as well as the northeastern part of Grant. It will place Ritter over 40 miles nearer than by the present route, and adjacent sections proportionally near, depending of course on the location. The new Leadville mines are near Ritter and Heppner will reap a benefit from them over the new road. The road connects with the Rhea creek and Heppner road at Cople's place, passing John Zollinger's ranch thence on the west side of Ditch creek on the divide down to the crossing of the Susanville trail on this stream, thence down the east side of Ditch creek to the county line. This is 33 miles from Heppner. Mr. Minor has agreed to raise a subscription to complete the road to the North Fork which is only three miles from the Grant county line. It will be completed from there by Grant County or private subscription of Ritterites. The road, as projected, passes through a fine body of timber, and just across the divide from Heppner there is a world of black pine, which will be pleasing news to the rangers.

Shocked The Guests.

Tommy—Ma, gimme another biscuit.

Mother (sternly)—If—

Tommy—If the company don't want to hog them all.—Boston Transcript.

INDUSTRIAL ITEMS OF GENERAL INTEREST

Odel school contract let for \$6208.

Marshfield making plans for \$50,000 armory.

Kamela, Union County, will build school house.

Astoria has large new hotel nearly completed.

Brewster valley, Coos county to have a creamery.

Glenada shingle mill has added large boiler plant.

Wallowa—Steel bridge building across Bear creek.

Vale—Work going forwarded on nitrate plant here.

Coquille river open-shop stevedore company organized.

Ontario Episcopalians purchase site and will erect church.

Portland — Willamette shipyard adds 50 by 500 boiler shop.

Astoria—Six modern dwellings being rushed to completion.

Eugene—Contract for 200,000 ties for Hill lines placed here.

North Bend—Beuhner Lumber Co. erecting fine office building.

Florence—Monroe, Wash. Shinglemill Co. build plant here.

Pendleton gets new garage and motorists rest room 100 by 135.

Waters creek station shipping ore and lumber out of Curry County.

Pendleton—\$75,000 health resort hotel to go up at Lehman springs.

North Bend S. P. Co. will build comfortable home for section men.

Baker—Big developments under way in Greenhorn mining district.

Junction—Lane county will spend \$500 on 1 1/4 miles Pacific Highway.

Gardiner—Heirs of late W. F. Jewett present city with \$15,000.

Enterprise—High power transmission line to be built to Joseph Lake.

Klamath Falls—Strahorn railroad saves five miles of survey through dairy.

Springfield—S. P. Co. putting 50 carloads gravel ballast daily on Coos Bay line.

Florence—\$5000 electric fog and signal station to be built at mouth of Coquille.

Pendleton wants to get state normal school and in turn will help revive the Ashland Normal.

Nine shipbuilding plants are either in operation or building on the Columbia and Willamette rivers.

Pendleton Tribune.—Legislative candidates must walk circumspectly this year. There are brickbats flying.

Supreme Court upholds Chambers Power Co. of Eugene in its fight for the right to widen its ditch to 50 feet.

Salem—The land grant counties wish to unite to collect taxes from the O. & C. land grant lands. Over two millions dollars are due but held up by the act of Congress.

East St. John's—Contract for constructing another sea-going vessel has been closed by the Standifer-Clarkson company. The boat will be built at the Monarch mill.

Coquille Sentinel, N. A. Young, editor, very progressive for the Social Uplift, says the People's Land and Loan measure is bad and would "destroy the value of all investments."

It does not occur to newspapers urging on strikes that capital can go on a strike the same as labor and when it does it just simply quits and suffering and hardship await results.


Drewsey Sun exhausts itself fighting "Big Biz." Yet the Oregon Short Line, Union Pacific and R. E. Strahorn, all of Big Biz, are the only ones doing anything for the development of Malheur, Harney and Central Oregon counties.

Coquille Valley Sentinel.—Speaking of the "flea bite" of \$18,687 Ore. son is to get out of the national roads fund the first year, the Woodburn Independent says that "when Portland and Salem, the two biggest hogs in the state get through there will be nothing left."

Albany Democrat.—The celebration of the opening of the railroad to Marshfield is one deserving the attention it is receiving. It is a state affair, a part of a great progress to give the state a network of railroads reaching all sections. Whatever helps one section, helps all sections.

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