

THE CLUB

IS HEPPNER YOUNG MEN'S POPULAR RESORT
BILLIARDS AND POOL
WE SERVE ALL THE LEADING BRANDS OF SOFT DRINKS
AND THE BEST LINES OF CIGARS AND TOBACCO.
O. B. Holtman, in the Palace Hotel.

OVERLAND

75 B, 31 1-2 Horsepower \$725.00
85 4, 35 Horsepower, \$910.00
63,000 In Use

THE MOTOR IS A WONDER, UNUSUALLY POWERFUL BUT WONDERFULLY ECONOMICAL—20 TO 25 MILES ON A GALLON OF GASOLINE IS THE USUAL REPORT.

THE FASTEST SELLING COMPLETE AUTOMOBILE EVER OFFERED.

These are 1917 Models and we have them in stock ready for delivery.

MINOR & CO. Agents

New Lumber Yard

Now open in building formerly occupied by Independent Garage on Main Street.

LUMBER, LATHS, SHINGLES, BUILDING MATERIAL.

LUMBER IN CAR LOTS A SPECIALTY.

Get Our Estimates Before Building
H. C. GITHENS

COMFORT

WINTER DAY WARMTH IN YOUR HOME IS MADE POSSIBLE BY THE USE OF THE RIGHT KIND AND SIZE OF STOVE.

OUR HEATERS, burning both wood and coal, are the best to be found on the market. They don't stand in with the fuel man. They are

FUEL SAVERS

"We Have It, Will Get It, Or It Is Not Made In Hardware."

Gilliam & Bisbee

Pioneer Hardware Merchants.

1915 DELINQUENT TAX LIST

(Continued from Page 4)

Table listing delinquent tax payers with names, addresses, and amounts. Includes entries for Robertson, Henry C., Robinson, Leslie H., Robinson, G. L., etc.

Table listing tax payers with names, addresses, and amounts. Includes entries for Columbia Telephone Co., Boardman, S. H., Adams, J. A. & J. B., etc.

FULL TEXT OF ROAD BILL

(Continued from page 6)

Section 8. Roads over the following routes are hereby adopted and designated as forest roads, to-wit:
1. A road from Medford in Jackson County as surveyed and adopted by the Federal Government in cooperation with the State of Oregon, by the way of Crater Lake, to a point in Klamath County to be selected by the said Highway Commission, and the Federal officials representing the Federal Government operating under what is known as the "Shackelford Bill."
2. A road from a point in Lane County to be selected by the State Highway Commission and the Federal officials representing the Federal Government, operating under what is known as the "Shackelford Bill," by way of the Siuslaw River, to a point in Coos County to be selected by said Highway Commission.
3. A road from Eugene connecting Willamette Valley with Eastern Oregon by way of the McKenzie River to Bend.
4. A road connecting the post road from the Columbia River Highway up the John Day Valley with the post road between The Dalles and Bend.
5. A road from Albany, via Lebanon, Cascadia and Fish Lake, to Bend.
No preference shall be given in the construction, improving or paving any of the roads described herein by reason of the numerical designation of such roads.
The funds with which to pay the portion of the expense of the construction of said post roads and forest roads payable by the State of Oregon, shall be secured from the sale of bonds, as is provided in House Bill Number 21, passed by the present Legislative Session, which bill is entitled, "A Bill for an Act to accept the benefits of the Act passed by the Sixty-Fourth Congress of the United States entitled 'An Act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes,' and to provide for the issuance of bonds of the State of Oregon to raise such money as may be required to meet the requirements of said Federal Statute and to authorize the State Board of Control to take such action and perform such duties as may be necessary to meet the requirements of said Federal Act, and Federal officials acting under said Act." Of the funds made available by said Act for post roads, at least sixty per cent shall be expended on the above mentioned post roads, in the counties east of the Cascade mountains.
Provided, however, that the above provision shall not be construed to impair the assent of the State to the Federal aid as hereinbefore specified and to limit the necessary co-operation between this state and the Federal Government in the construction of forest and post roads.
No description of any highway provided for herein, shall be construed to prevent the State Highway Commissioner from making such changes in the location thereof as they may deem proper.
Section 9. The State Highway Commission is authorized to adopt such other roads or routes connecting portions of the State and to provide for the construction of post roads or forest roads over such routes and the improvement and maintenance thereof, and to pay for the same from the fund created by House Bill No. 21 referred to by title in Section 8 hereof.
Section 10. The State Highway Commission is hereby authorized empowered and directed whenever the county through which any portion of said hard-surfaced roads may be located, shall have constructed all or any section of any such hard-surfaced road in accordance with plans and specifications prepared by the State Highway Commission, along routes prescribed by said Commission, and to have provided for suitable drainage of said roads in accordance with the requirements of said Commission and shall have prepared the foundation in accordance with the requirements of said Commission, then said Commission shall let contracts, or otherwise provide according to law for the completion of said hard-surfaced roads by causing said roads to be finished and hard-surfaced according to plans and specifications prepared by said Commission, and the funds required therefor shall be derived from the sale of said bonds provided for in Section 3 hereof.
Section 11. The State Highway Commission shall pay the interest upon said bonds as the same shall become due, from any funds subject to its control, from whatever source the same may come, and the payments upon the principal of said bonds, as the same shall become due, shall be paid by the said Highway Commission from any funds within its control, without regard to the origin of said funds.
Section 12. Any surplus or unexpended balance of the fees received under the operation of House Bill No. 509, passed by this Legislative Session which bill is entitled, "For an Act to amend Chapter 174 of the General Laws of Oregon for 1911, as amended by Chapter 135 of the General Laws of Oregon for 1913 and as amended by Chapter 350 of the General Laws of the State of Oregon for 1915; providing for regulating the use, registration, license, identification, conduct and operation of vehicles operated on the public roads, streets and highways of the State of Oregon; to regulate and license the persons who drive the same; to prescribe penalties for violation hereof and to prohibit the unauthorized possession or use of a vehicle and to provide a penalty therefor; to license and identify all motor vehicles; to limit the authority of cities and towns on like subjects concerned with said vehicles; to prescribe the duties of the Secretary of State as to certain provisions of this Act; to provide for the handling and distribution of the funds derived from the operation of this Act and to repeal all Acts and parts of Acts in conflict herewith," remaining after the payment of all claims incurred in carrying out the provisions thereof or estimated by the Secretary of State as necessary to defray any further administrative expenses for the balance of any license year shall be transferred on the first day of April and the first day of October in each year by the Secretary of State to an account to be expended under the jurisdiction of the State Highway Commission in payment of the interest and principal as same shall become due upon bonded indebtedness of the State of Oregon, contracted for road purposes under the provisions of this Act or the provisions of the said House Bill No. 21 referred to by title in Section 8 of this Act. Any remainder of such surplus or unexpended balance so transferred to the jurisdiction of the State Highway Commission shall be subject to the payment of any other lawful claim or claims incurred or contracted by said Commission.
Section 13. The State Highway Commission is hereby authorized and empowered to enter into contracts for the purpose of constructing the roads provided in this Act; Provided, however, that all contracts shall be let according to law and in open and public session of said Commission; Provided further, that if, in the opinion of a majority of the members of said Commission, the lowest bid for the construction of any of the roads or parts of roads herein authorized to be constructed, shall be excessive, then and in that event, said Commission shall have the right and it is hereby empowered and authorized to reject all bids and to construct under its own direction and supervision all of such roads or any part thereof, and to this end to accomplish this purpose said Commission is hereby authorized and empowered to purchase or lease all necessary machinery, equipment, tools and appliances and to employ all necessary help and labor and to do all things necessary and convenient to carry out the provisions of this Act.
Section 14. This Act shall be referred to the people for their ratification or rejection at a special election to be called in the manner provided by law, said election to be held on the 4th day of June 1917, and shall be in full force and effect as soon as ratified by the people at such election.
Section 15. On account of the importance of the early decision of this matter and the importance of getting funds for construction of roads, this Act is necessary for the peace, health and safety of the people of the State of Oregon, and the special election hereinabove declared should not be delayed beyond the time hereinabove set, and for that reason an emergency is declared to exist, and this Act shall be in full force and effect in accordance with the terms and provisions therein set forth, from and after its passage, as regards said special election.
Mission At Catholic Church.
A ten days mission will be commenced at the Catholic church on Sunday March 11th. Father Power of the Redemptorist Order will conduct this Mission. The morning Mass will be held at 7:30 a. m., and after the Mass there will be an instruction. In the evening at 7:30 there will be Rosary, Sermon and Benediction. The sermons to be given by Father Power will deal with eternal truths, Death, Judgment, Hell and Heaven. To all who desire to hear of these truths, a cordial invitation is extended to be present at the discourses.

NEWS NOTES FROM NEIGHBORING CITIES

As soon as the legal requirements are complied with, the work will be commenced on the bridge across the John Day river at the mouth of Cottonwood Canyon. The proposed plans have been prepared and consist of two Howe truss spans, one of 180 feet and one of 120 feet in length and these will be erected on substantial abutments and piers. The elevation of the proposed new structure will be seven feet higher than the bridge that was washed away. The freeway or opening will be 180 feet greater than in the former bridge, leaving plenty of room for ice jams or any other obstructions that may occur from time to time. Plans for the McDonald bridge have also been prepared.—Candon Times.

Here is a Sherman county record we would like to see beaten. This week O. N. Ruggles sold seven head of nine months old pigs, the litter of one sow, for \$135.96. The total weight was 1236 pounds an average of close to 176 1/2 pounds to the pig, and they sold at 11 cents on foot. The most important item in this record of farm production was the fact that these pigs had been allowed to hunt their living from the stubble, and at no time were they inside a feed pen. More Sherman county farms can be made to do as well.—Moro Observer.

Today H. F. Tash, W. G. McCarty, Fred Ashbaugh, C. E. Jones, and O. Keithley returned to Heppner. They were greatly pleased with the big grain elevator that has just been finished here and said that their 150,000 bushel structure there will be very much like this one. It is said that the Burrell company will also do the work in Heppner.—Pendleton Tribune.

Dr. I. W. McClure, formerly of Pendleton, but now a resident of Salt Lake, where he is secretary of the National Woolgrowers' Association is expected here shortly. He has been at Hermiston looking over some land which he owns there. It is about four years since Dr. McClure left Pendleton where he has many friends who will be glad to greet him again.—Pendleton Tribune.

City Books Audited.

J. E. Hale, who has been auditing the books of the city officials, reported at the meeting Tuesday, that he found the accounts all correct and the books well kept.—Echo News.

New Stuff For County Roads.

The bumps, chuckholes, and other unrecommended furnishings of the roads of Wasco county will hereafter be put under the necessity of bucking not only the road supervisor and his good backers, but a fine new auto truck, and not only a fine new auto truck, but a fine new "steel mule," both of which handy aids were bought by the county court on Saturday.

The auto truck has a hydraulic dumping attachment and will be used as seems best; it is of the Republic trade-mark, cost \$3,425, and was sold on bid by Johnson & Willerton. The "steel mule" cost \$750, and will be used to operate the rock crusher now at work on the Chenoweth road.

Both these excellent and needed instruments of improvement were purchased on bid, in which quite a number of concerns bore a voice. In each case, Johnson & Willerton's was the lowest offer. The Walther-Williams company was the only other local firm bidding.—The Dalles Optimist.

No Ban On Athletics.

Nothing developed at the council meeting Tuesday regarding the suggested ban on athletic exhibitions in Echo. The communication presented the week before, and which was sent back to be signed by the petitioners, did not appear at this meeting.

A petition signed by forty-five of the business men was presented, asking the council not to prohibit any athletic exhibitions, ball games or similar sports, within the city limits as long as they are conducted in the orderly manner that has characterized them in the past. The petition was placed on file.—Echo News.

Ralph Benge has been spending the past week in Heppner and returned to Walla Walla yesterday, where with his family he is residing during the winter. Mr. Benge has been traveling about some since leaving the county early last fall, having in view the selection of a new location, but found no country that suits him better than this in which he has resided for the past thirty-five years. His residence at Walla Walla is temporary only, and he will no doubt return here early in the Spring, and invest again in Morrow county soil. He states that Mrs. Benge has greatly improved in health and is now her former self again, all of which is good news to her many friends here.