

OREGON SHOULD CONTINUE TO LEAD

(Continued from First Page.)

Educational Financial Aid bill will assist the boys to complete their education at Oregon Educational institutions. The maximum amount authorized for this purpose would be \$200,000. No boy would get more than \$25 a month. This is a matter of simple justice to the boys who

left school to go to war. The market roads bill provides all mill tax to raise approximately \$1,000,000 annually for market roads. Multnomah county will pay \$365,000 of this fund and will receive only \$100,000. Counties receiving benefits from this fund must contribute an equal amount. This bill means the raising of \$2,000,000 annually to be spent on roads to benefit the farmer rather than for main trunk highways as in the \$10,000,000 issue.

Charter No. 374.

Reserve District No. 12.

REPORT OF THE CONDITION OF THE

First National Bank

AT HEPPNER, IN THE STATE OF OREGON, AT THE CLOSE OF BUSINESS ON MAY 12th, 1919.

RESOURCES

Table with 2 columns: Resource Name and Amount. Includes items like Loans and discounts, U.S. bonds, real estate, and various deposits.

LIABILITIES

Table with 2 columns: Liability Name and Amount. Includes items like Capital stock, undivided profits, and various deposits.

State of Oregon, County of Morrow, ss. I, W. P. Mahoney, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Oregon voters can do no better than to adopt the whole program, give the returning soldiers a chance to get on the land. Adopt these measures which will make an industrial and economic depression impossible in the state and at the same time inaugurating the certainty of steady development of the states resources and the creation of new taxable wealth.

The farmer, the laborer, the business man—all will share equally in the benefits. The passage of the reconstruction bills means a greater and more prosperous Oregon.

U. S. RAILROAD ADMINISTRATION

(Continued from First Page.)

railroad administration is one which, as already indicated, brings no surprise to those familiar with all that has passed since the railway control measure was jammed through Congress under pressure from the White House without due opportunity for its careful formulation. It is frequently said that the deficit is due to increases in wages of railway employees. While it is true that large increases have been made in wages of railway employees, this is only a part of the facts.

Can't Make High Wages "the Goat." In other words, it will not do for the railroad administration to shield itself behind the assertion that the troubles in which it has enmeshed itself are due to increases in wages and to seek to make it appear that those who are criticizing the faults of the railroad administration are opposed to the payment of good wages to the employees.

The truth is that not one of the men in Congress who are giving intelligent attention to the solution of the railroad issue has any other thought than that the employees of the roads are to be well paid for their services; not only that, but it is realized that up-to-date methods in respect of the treatment accorded labor on the great transportation systems of the country must be followed. This is all the more true because the men in Congress who are going to be responsible for the new railroad and interstate commerce legislation fully understand that no matter what particular formula or plan is finally adopted for dealing with the roads, the old day is past and gone and the government from this time forth is to be in closer and stricter control over transportation lines than it was in the pre-war period.

High Rates Lessen Traffic.

With respect to the impression given out by the railroad administration that the first three months of the year were a period when business was comparatively dull, there is this fact also to be born in mind: That the tendency of high rates combined with unsatisfactory service has been to keep business from the roads. In the opinion of some experts who have watched the situation, one sure effect of high freight rates, added to unreliable service, has been to cause the public to turn an increasing amount of its carrying business over to the parcels post.

Representative Mondell, the new leader of the House, in speaking today of the manner in which the railroads were running behind, said: "The disclosure of the enormous deficit accentuates the feeling in Congress and on the part of the public that the roads should be taken out of the hands of the railroad administration and restored to their owners just as quickly as broad and constructive legislation can be enacted. The prospect of still higher rates will add to the public demand for action. Unquestionably, Congress will address itself to the solution of this great problem of what to do about the railroads and in my opinion will effect a solution which will give general satisfaction."

Dean Stalter departed for the mines of the Mayflower group in the Susanville country on Saturday and will be there until the coming on of winter. Mr. Stalter expects to make a good showing at the property of the Heppner Mining Co. this season, providing he does not encounter too much labor difficulties. Last season it was almost impossible to get men enough to do any successful mining.

Andy J. Stevenson arrived from Oakland, Calif., where he has been residing for the past year, on Saturday evening. Mr. Stevenson, who is here to look after some business matters, will make a short visit in Heppner and go on to Pilot Rock to visit with his son, John for a short time and then return to California. He likes the country and climate at Oakland, and has greatly enjoyed his stay there. He lives at the home of his daughter, Mrs. Davis.

A slight blaze was started in a room on the second floor of the Ashbaugh building on Main street late Monday evening, and a lusty alarm was sounded on the siren. However, before the fire truck reached the scene the fire had been extinguished. It was evidently caused by a cigarette stub dropped on the bed and all the damage resulting was the burning of a feather mattress.

Willis Ward was a victor in Heppner from his upper Blackhorse ranch yesterday. So far the grain in that section is doing well. Mr. Ward states that his grain, as well as that of most of his neighbors, came very thick this year and of necessity requires a large amount of moisture. He expects a heavy yield if proper weather conditions prevail from now to harvest.

M. E. Cotter, of Ione, was in Heppner a short time on Sunday. Mr. Cotter is at present engaged in the boring of a deep well on his place in the Gooseberry country and has met with the misfortune of getting a set of tools stuck. As to the crop conditions out his way, Mr. Cotter thinks grain is doing fine and the prospects are excellent for a heavy yield.

SIX 1919 GRADUATES HAVE TEACHING JOBS

University of Oregon, Eugene, May 19.—Six members of this year's graduating class have already been placed as teachers for the coming year, according to Professor C. A.

HELPFUL WORDS.

From a Heppner Citizen. Is your back lame and painful? Does it ache especially after exertion? Is there a soreness in the kidney region? These symptoms suggest weak kidneys.

If so there is danger in delay. Weak kidneys get weak fast. Give your trouble prompt attention. Doan's Kidney Pills are for weak kidneys.

Your neighbors use and recommend them. Read this Heppner testimony. Mrs. A. G. De Vore, says: "Speaking from past experience, I gladly recommend Doan's Kidney Pills. I know they are a medicine of merit and I couldn't recommend a more reliable one."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. De Vore had. Foster-Milburn Co., Mfrs., Buffalo, N. Y.

Gregory, director of the University appointment bureau. Professor Gregory also gave out news of several former graduates who have recently accepted new positions.

The six from the 1919 graduating class and their new positions are: Terrassa Cox, Vale, teaching English; Mrs. Daisy Halleck, Newport, assistant principalship; Erma Laird, Madras, teaching English; W. W. Patterson, Richland, principalship; Wayne W. Wells, Baker, teaching science and mathematics; Jennie Yoder, North Bend, teaching English.

Following is the information given out by Professor Gregory concerning graduates of earlier years: N. B. Ashcraft, 1912, at present principal at Richland, has been

elected to the principalship at Myrtle Point. P. M. Stroud, present superintendent at Clatskanie, has been elected superintendent at Elma, Wash. Mr. Stroud was formerly principal at Springfield. R. W. Tavenner, M. A. 1915, who gave up his principalship at Monmouth to enter war work, has been reelected principal there, and will resume his duties this fall. James K. Cossman, 1916, has been elected principal of the Estacada schools. Roy C. Andrews, 1915, has been elected to a science position in the state of Washington.

Superintendent Aubrey G. Smith, of Roseburg, a former student at the University, has been unanimously reelected there, at an increase in salary.

Mr. Ford Owner

WHY PAY EXCESS PRICES FOR REPAIR WORK?

We have adopted the system of the Ford Motor Co. in doing all repair work on Ford cars at a contract price.

The advantage is: you know at once the cost of the work. These prices were compiled by the Ford Motor Co. and are considerably cheaper than if the work was done at \$1.00 per hour labor charge.

Bring your car in, we tell you beforehand what the cost will be.

All of our work absolutely guaranteed to be first class, and second to none.

Yours for complete satisfaction,

HILL & JOHNS

Peoples Cash Market

FRESH AND CURED MEATS POULTRY AND FISH

WATKINS & OVIATT - Proprietors

STAR THEATRE

Friday, May 30

Mabel Normand in

"BACK TO THE WOODS"

Saturday "THE TOUGH BABE"

Sunday, "THE SEA FLOWER"

Tuesday, June 3

MARION DAVIS in

"The Burden of Proof"

A Gripping Story of Love and International Intrigue, with a Flavor of the Big War for a Background.



MARION DAVIS "THE BURDEN OF PROOF"

On Wednesday evening we will show the final episode of "The Lure of the Circus" and for that evening we are arranging an extra fine program, one that will surely interest you.

Giet



First Cultivation—John Deere Slip-point Hoof Shovels destroy weeds effectively and pulverize the soil thoroughly, leaving it practically level.

Morie



Second Cultivation—John Deere Slip-point Sweeps and Hoof Shovels in combination cultivate shallow near the row and deeper in the middle of the row. No corn roots are injured.

Corn



Later Cultivation—John Deere Slip-point Sweeps practically double-cut the surface soil, destroy weeds and make a fine mulch. No corn roots are injured. Ask us to show you this money-making equipment.

GILLIAM & BISBEE