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DENTIST
Office upstairs over Postoffice
Heppner, Oregon

DR. R. J. VAUGHAN
DENTIST
Permanently located in the Odd
Fellows building, Rooms 4 and 5.
Heppner, Oregon

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PHYSICIAN & SURGEON
Office in Patterson Drug Store
Trained Nurse Assistant
Heppner, Oregon

C. C. CHICK, M. D.
PHYSICIAN & SURGEON
Trained Nurse Assistant
Office upstairs over Postoffice
Heppner, Oregon

WOODSON & SWECK
ATTORNEYS-AT-LAW
Office in Masonic Building
Heppner, Oregon

SAM E. VAN VACTOR
ATTORNEY-AT-LAW
First National Bank Building
Heppner, Oregon

S. E. NOTSON
ATTORNEY-AT-LAW
Office in Court House
Heppner, Oregon

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I am prepared to take a limited
number of maternity cases at my
home. Patients privileged to choose
their own physician.
Best of attention and care assured.
Phone 395

LEGAL NOTICES

NOTICE OF FINAL SETTLEMENT.
Notice is hereby given that the un-
designated has filed his final account as
administrator of the estate of Tilda
Leabo, deceased, and the County Court
of the State of Oregon for Morrow
County has appointed Monday, the 2nd
day of October, 1921, at the hour of 10
o'clock A. M. as the time, and the County
Court Room in the Court House at
Heppner, Oregon, as the place of hear-
ing and settlement of said final account.
Objections to said final account must
be filed on or before said date.
S. E. NOTSON, Administrator.

NOTICE OF FINAL SETTLEMENT.
IN THE COUNTY COURT OF THE
STATE OF OREGON FOR MORROW
COUNTY.
In the matter of the estate of C. T.
Walker, deceased.
Notice is hereby given that the un-
designated has filed his final account as
administrator of the estate of C. T.
Walker, deceased, in the County Court
of the State of Oregon, for Morrow
County and that Monday the 10th day
of October, 1921, at the hour of 10 o'-
clock A. M. of said day, in the county
Court room of the county court house

at Heppner, Morrow County, Oregon, is
the time and place set for hearing said
account, and any objections thereto,
and the settlement of said estate.
J. A. WATERS,
One of the Executors of the Estate
of C. T. Walker, deceased.
Woodson & Sweck, Attorneys for said
estate.
Date of first publication of this notice,
Sept. 5, 1921.
Date of last publication, Oct. 4, 1921.

SUMMONS.
In the Circuit Court of the State of
Oregon for the County of Morrow
Anna E. Sandhoe, Plaintiff,
vs.
Fred J. Sandhoe, Defendant.
To Fred J. Sandhoe, the above named
defendant:

In the name of the State of Oregon,
you are hereby required to appear and
answer the complaint filed against you
in the above entitled suit within six
weeks from the date of the first pub-
lication of this summons. If you fail
to appear and answer, for want thereof,
the plaintiff will apply to the Court
for the relief prayed for in the com-
plaint, to-wit:

That the bonds of matrimony now
existing between the plaintiff and the
defendant be forever dissolved and held
for naught and that the plaintiff be
granted an absolute divorce from said
defendant, and that Robert Carl Sand-
hoe, the minor child of plaintiff and
defendant, be given to the care, custody
and control of the plaintiff.

This summons is published pursuant
to an Order of the Hon. Gilbert W.
Phelps, Judge of the Morrow County
Circuit Court, made and entered on the
1st day of September, 1921.
Date of first publication, Sept. 22,
1921.
Date of last publication, Nov. 22, 1921.
F. A. McMENAMIN and A. J. FRITZ,
Attorneys for Plaintiff.
Postoffice address: Heppner, Oregon.

IN THE CIRCUIT COURT OF THE
STATE OF OREGON FOR THE COUNTY
OF MORROW.
Earnest W. Meyers,)
Plaintiff,)
vs.)
John Earhart, Daniel Ear-)
hart, George Earhart, Mary)
Doe Earhart, whose true)
name is unknown, a sister)
of Theodore G. Earhart, de-)
ceased, and all the unknown)
heirs of Theodore G. Ear-)
hart, deceased. (Also all)
other persons or parties un-)
known claiming any right,)
title, estate, lien or interest)
in the real estate described)
in the complaint herein.)
Defendants.)

To John Earhart, Daniel Earhart,
George Earhart, Mary Doe Earhart,
whose true name is unknown, a sister
of Theodore G. Earhart, deceased, and
all the unknown heirs of Theodore G.
Earhart, deceased. Also all other per-
sons or parties unknown claiming any
right, title, estate, lien or interest in
the real estate described in the com-
plaint herein. Defendants.
IN THIS NAME OF THE STATE OF
OREGON, you and each of you are here-
by required to appear and answer the
complaint filed against you in the above
entitled court and cause on or before
six weeks from the date of the first
publication of this summons upon you,
and if you fail to so appear or answer,
for want thereof, the plaintiff will ap-
ply to said court for the relief prayed
for in his complaint, to-wit: For a
decree that plaintiff be adjudged to be
the owner in fee simple of the SE 1/4,
E 1/2 of NW 1/4, NW 1/4 of SW 1/4, SW 1/4
of NW 1/4 of Sec. One in Twp. One, South
of Range 24, E. W. M., and that you and
each of you be forever barred from
claiming any right, title, estate or in-
terest therein, and for such other and
further relief as may be just and equit-
able.
This summons is published upon you
in The Gazette-Times once a week for
six consecutive weeks pursuant to an
order of Hon. Gilbert W. Phelps, Judge
of the above entitled court, which order
is dated the 19th day of September,
1921, and the date of the first publica-
tion of this summons is September 22nd,
1921.

JOS. J. NYS,
Attorney for Plaintiff.
Postoffice address, Heppner, Oregon.
S. 22-N. 3.

I will sell my house partly furnish-
ed, or I will rent same to right party.
Phone or write Millie McRoberta, Hepp-
ner.
IF.

FOR SALE—13 head of purebred 1-
year-old black face Hampshire rams.
W. E. WIGLESWORTH, Echo, Ore.—
Adv.
IF.

FOR SALE—60 head of purebred
black faced bucks, yearlings. Address
C. E. CLEVELAND, Stanfield, Oregon.—
Adv.
IF.

TO THE PUBLIC.
The public is hereby warned that I
will not be responsible for any bills
or debts contracted by my wife, Mrs.
John A. Erne, she having left my bed
and board.
JOHN A. ERNE, Parkers Mill, Ore.
IF.

LOST—A gold mounted safety Water-
man fountain pen. Return to this of-
fice. Reward.
IF.

LOST—A gold mounted safety Water-
man fountain pen. Return to this of-
fice. Reward.
IF.

Woman wanted at once—Moore Hos-
pital. Phone Main 522.
IF.

FOR SALE—A reed baby carriage,
good as new. Cheap. Inquire this of-
fice.—Adv.
IF.

GOOD PAYING BUSINESS FOR SALE
—Best reasons for selling. For partic-
ulars, address Box 98, city.
IF.

FOR SALE—20 head of mules, good
size, broke to work; one good tractor
engine. Terms to right parties.
IF.

FOR SALE—Residence property on
Main street, Heppner—7 rooms, well
finished. For particulars and terms
see Mrs. Henry Johnson.
1mo.
IF.

FOR SALE—640 acre stock and grain
ranch, one half under cultivation, 100
acres can be irrigated. This is a very
good buy. One-third cash; balance,
terms to suit purchaser. Address lock
box 245, Heppner, Ore.—Adv.
2mp.
IF.

WANTED—Girl to do light house-
work mornings. Inquire telephone
office.—Adv.
IF.

ROAD BILL PENDING

(Oregon Voter)

Oregon cannot take too much interest
in the federal highway bill now pend-
ing in Congress. All previous proposed
legislation that has been found accept-
able to either house has been consoli-
dated into one bill, S. 1072. The bill in
its present form looks little like the
original measure passed last May by
the Senate, and likewise lacks many of
the conspicuous features of the other
important highway bills which finally
have been consolidated with it. But it
is the main bill, as it carries the ap-
propriations and states new conditions
under which the money is to be ex-
pended. In the amount of these ap-
propriations and the conditions attached,
Oregon has an exceedingly direct and
vital interest.

At present, S. 1072 is in conference
between the two houses. This means
that both houses have passed it, but in
different form. To get the two houses
into agreement so the bill can be
amended into form that it will pass
both houses and become a law is the
problem of the conference committee
and of all road boosters.

E. J. Adams, former state highway
commissioner of Oregon and at present
Senator Robert N. Stanfield's private
secretary, is on the job in great shape
in Washington, to help get the bill
through in the best possible form as to
conditions and the largest possible
amount as to appropriations. Next to
Senator Townsend of Michigan, the
principal proponent of good roads legis-
lation in the senate, ex-Commissioner
Adams has been the main figure in
developing the present good roads ap-
propriation in Washington, a fact upon
which Oregon and other public land
states may justly pride themselves. Many
more millions will come into Oregon for
highways as a direct result of Mr. Ad-
ams' work than otherwise would have
been possible.

Senator Stanfield's selection of Mr.
Adams as his secretary was for the
purpose of helping get recognition for
the special claims of Oregon and the
other public land states to road approp-
riations commensurate with the loss
of taxes due to so great a part of the
areas of these states being untaxed
federal reserves or federal lands. The
success so far attained by Mr. Adams
in gaining recognition for the principle
at stake by both the national party
conventions and by both houses of
Congress has more than justified the
people of Oregon in their selection of
Robert N. Stanfield as United States
Senator. Recognition of this principle,
which having passed both houses is
certain to be a part of the law when it
shall have been finally enacted, consti-
tutes one of the greatest constructive
achievements ever consummated for
Oregon. As stated, it means many mil-
lions more of federal money expended
for roads in Oregon than otherwise
would be obtainable, and makes it pos-
sible for Oregon to match federal road
money on a basis of approximately 40
cents to 60 cents instead of 50-50 as
heretofore, a condition which effects a
saving of millions for Oregon.

Another great saving for Oregon and
public land states included in the bill
in its present form is the modification
of the law under which the Secretary of
Agriculture required 50-50 cooperation
of the states in all road work done
under the forest road appropriations. The
Secretary under S. 1072 may accept co-
operation from the states or counties
but may not require it as a condition
of the work. This in the long run will
save huge sums to Oregon.

Total federal road funds available
for Oregon out of S. 1072 when it passes
will be as follows:
From \$75,000,000 appropriation
Oregon's share to be match-
ed approximately 40 cents of
state money to 60 cents federal
\$1,151,159
From \$5,000,000 appropriation
for forest roads, fiscal year
ending June 30, 1922, need
not be matched by Oregon.... 642,320
From \$10,000,000 appropriation
for forest roads, fiscal year
ending June 30, 1923, need
not be matched by Oregon.... 1,286,610

Total under S. 1072.....\$3,111,099
In addition, there is available under
old law for forest roads the following
for the same fiscal years:
From 19% fund, two fiscal
years.....\$ 105,048
From 1916 appropriations..... 257,322

Grand total, 2 years.....\$3,473,509
This means that approximately \$3,
500,000 of federal money is available
for road work in Oregon within the
next twenty months in the event S. 1072
becomes a law in its present form.

Through modifications of the require-
ments for 50-50 matching of federal
funds, while Oregon may co-operate to
the full 50% under S. 1072 the only

compulsory matching will be approxi-
mately 40-60 as against the federal
\$1,151,159 to be available up to June
30, 1922. This means that if this bill
passes, Oregon will be under the neces-
sity of putting up only about \$500,000
in order to have the entire \$3,500,000
of federal money expended on roads in
Oregon.

Now as to the new features of S. 1072.
The most important one of course,
are the appropriations. It contains
would be no federal funds available for
road work in Oregon this year, and
very little available for forest
roads. The bill carries \$75,000,000 for
post roads for the fiscal year ending
June 30, 1922; \$5,000,000 for forest roads
for the same period and \$10,000,000 for
forest roads for the fiscal year follow-
ing—\$90,000,000 in all.

Of almost equal importance to Ore-
gon are two further provisions—(1)
that which removes the compulsory re-
quirement of matching forest road
funds 50-50 and (2) the other which
permits Oregon to match by 40-60 in-
stead of 50-50. The latter is attained
by recognition of the principle that it
is unfair to the public land states to re-
quire them to match 50-50 the same as
those states where the entire area is
taxed. In the public land states, great
areas are still in reserves or unapprop-
riated federal domain, contributing
nothing in taxes. The bill, S. 1072, re-
quires that the area of government land
shall be taken into consideration in
the matching. To quote its language:
"The share of the United States pay-
able under this act on account of such
projects (post roads) shall not exceed
50% of the total estimated cost there-
of, except that in case any state con-
taining unappropriated public lands ex-
ceeding 1% of the total area of all lands
in the state the share of the United
States payable under this act on ac-
count of such projects shall not exceed
50% of the total estimated cost there-
percentage of such estimated cost
equal to one-half of the percentage
which the area of the unappropriated
public lands in such state bears to the
total area of such state."

In Oregon, more than 20% of the
state's area is unappropriated public
domain (not including reserves), so
that 10% would be added to the federal
50%, making 60% of the cost of co-
operative post road projects payable by
the federal government, instead of only
50% as now. This means 40-60 instead
of 50-50, and as the years go by means
many millions to Oregon. A strong
lobby of road boosters, to take the en-
tire road program away from the De-
partment of Agriculture. A national
highway commission of five was pro-
posed. Then the forest road work was
restored to the Department of Agricul-
ture. Still the opposition to the com-
mission plan was so great that on the
floor of the senate the commission was
amended out of the bill, and S. 1072
in its present form provides that all
the federal road work shall be con-
ducted by the Department of Agricul-
ture, as heretofore. The house has been
against the commission idea all along,
and with the senate having conceded
this point it may be regarded as finally
settled that the commission idea is
eliminated.

The War Department is directed, as
heretofore, to transfer all surplus ma-
terial suitable for road construction to
the Department of Agriculture, which
may retain 10% of it for its own road
work but must transfer the other 90%
to the state highway department.

Designation of post roads to receive
federal aid is to be by states, but ap-
proval is required by the Secretary of
Agriculture. This is a change from the
original senate idea, and accords with
the wishes of the house. The senate
idea was that the federal government
should designate the through interstate
roads and confine federal aid to the
construction of such roads. There was
a sound basis behind this. Just as
Montana county furnishes one-third
of the cost of improving the state high-
ways outside of the county, and thus
has a right to demand that its contri-
butions shall not be used for purely local
purposes but shall be used for state
highways only, so the great states of
New York, Pennsylvania, Illinois, etc.,
which are the main contributors to the
federal highway fund, have a right to
demand that their contributions shall
be used for purely interstate roads,
without regard to purely local consid-
erations. But the house took the local
viewpoint, and the section of the bill
prescribing the plan of designation is
a compromise.

Under this section of S. 1072, the
states designate to be not to exceed 7%
of their total road mileage as eligible to
federal co-operation; of this not to ex-
ceed three-sevenths shall be "primary

or interstate roads" and four-sevenths
shall be "secondary or intercounty
roads." (These are state highway de-
partment approvals, not more than 40%
of the federal aid may be expended upon
the "primary or interstate roads.")
With a state highway department that
travels in local sentiment it is ob-
vious that federal aid can be frittered
away on purely local roads without at-
taining the main objective of federal
aid, which is to establish a purely federal
system of interstate highways for
interstate travel. The compromise is
a miserable one from a purely national
standpoint. But there is consolation in
the fact that no matter where federal
money is spent if it is spent on roads
it will do some good, even if the good
is confined to a locality.

All construction work, except for
forest roads, is to be done by the states,
subject to federal approval of plans and
specifications and federal inspection of
material and work.

Maintenance of federal-aid highways
is made a duty of the state, and string-
ent requirements are introduced into
S. 1072. Should the state fail to main-
tain properly the federal government
steps in and does the work and charges
its cost against the funds which other-
wise would go to the state to aid con-
struction.

In other respects, S. 1072 leaves the
federal aid law much in the shape it is
in at the present time. The method of
apportionment between the states is the
same as heretofore—one-third on popu-
lation, one-third on area and one-third
on total road mileage of each state.

Although S. 1072 is not all that may
be desired from a strictly national view-
point, it is a great measure for Oregon,
not only in that it removes many disad-
vantages to the state that exist under
the present law, but that it provides so
many millions more for federal aid in
our state. It is up to the road boosters
of Oregon to get behind the bill vigor-
ously, so that it may be passed in its
present form, especially along with
further emancipation, especially as to
the amounts of appropriations, and so
that it may be passed at the earliest
possible date.

Our congressmen and senators are
of course for the measure and for it
strong. The only possible weak point
is Hawley, who through his membership
of Ways and Means is susceptible to
seduction of this appropriation along
with other reductions. Residents of
Congressman Hawley's district will do
well to make known to him their wishes
that there must be no reduction in S.
1072.

Business men and other citizens who
have acquaintances in Eastern states
will do well to write their friends there
and induce them to write to their con-
gressmen and senators, urging that the
measure be passed in its present form,
especially without further reduction
of appropriations. With all the agita-
tion in favor of cutting federal taxes,
an agitation which should succeed in
effecting many reductions, there is dan-
ger that this one federal expenditure,
which means more to the country than
possibly any other, may be sacrificed.
So, get busy.

Only One

There's a battery that has the
unqualified approval of the best
brains in the automotive indus-
try.
There's a battery that is used
by the builders of 173 makes of
cars and trucks.
There's a battery that can be
shipped, stocked and kept by the
dealer in true bone-dry condition
until prepared for sale to you.
There's a battery with
Threaded Rubber Insulation be-
tween the plates. It is the only
battery we can whole-heartedly
and enthusiastically recommend
to our friends:

Be sure your next one is a Willard
Threaded Rubber Battery.

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Heppner, Ore.

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cookstoves, oil heaters and
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LEON W. BRIGGS, Agent
Representing Idaho State Life Insurance Co. A
strong, progressive, Western company with attrac-
tive policies equal to the best.
California and Continental Fire Insurance Com-
panies: All American companies keeping Surplus,
Reserve and profits at home instead of in foreign
countries.
As my health prevents me coming to see you I will
appreciate you coming to see me.

The Byers Chop Mill
(Formerly SCHEMP'S MILL)
STEAM ROLLED BARLEY AND WHEAT
After the 20th of September will handle Gasoline, Coal
Oil and Lubricating Oil
You Will Find Prompt and Satisfactory Service Here

Your DOLLAR
has the
PUNCH in buying
HARDWARE at GILLIAM & BISBEE'S
JOIN THE GOOD PEOPLE WHO TRADE HERE
Who have perfect confidence in our methods and cer-
tainty that our prices on Quality Hardware are right
Dependable HARDWARE for 35 years
"We have it, will get it, or it is not made"
GILLIAM & BISBEE
Hardman, Oregon

STOP
If you want GOOD repair
work done on your car or
on your truck or tractor at
reasonable prices, see
Jack Turner
at
Hardman Garage
Hardman, Oregon