

"Let 'er  
BUCK"



## PENDLETON ROUND-UP and HAPPY CANYON

4 THRILL PACKED DAYS AND NIGHTS

September 13, 14, 15, 16, 1972

**WEDNESDAY** Sept. 13  
Barbecue Dinner in Round-Up Arena — 5 p.m.

**THURSDAY** Sept. 14  
Junior Indian Beauty Pageant — 10 a.m.

**FRIDAY** Sept. 15  
Unique Westward Ho! Parade — 10 a.m.  
American Indian Beauty Contest — 9 a.m.

**SATURDAY** Sept. 16  
Indian Tribal Ceremonial Dance Contest — 9 a.m.

— DAILY —

\* Cowboy Breakfast - 7:00 a.m. \* Free Main Street Show \* Round-Up — 1:15 p.m.  
\* Indian Village Open to Visitors \* Happy Canyon — 7:45 p.m. \* Dance following  
Happy Canyon every night.

61st Annual Pendleton Round-Up features six RCA timed events each day. Wild Horse Races, and much more! 1500 Indians live in Indian Village, and participate in Round-Up and Happy Canyon Pageant, which tells the story of the West before the White Man arrived. Dancing nightly — Free Main Street Shows twice daily — Parades — Tribal Dancing — Something for everyone all the time.

For Tickets & Information:

ROUND-UP ASSOCIATION  
P. O. BOX 609  
PENDLETON, OREGON 97801

NAME .....

ADDRESS .....

TOWN .....

The Morrow County Museum has a collection of newspaper clippings about Henry Heppner; the 1889 History of the Pacific Northwest carries a sketch of his life up to 1875 as does the History of Umatilla and Morrow Counties. In 1925 Harold Becket, then a high school senior, wrote a very good account of Mr. Heppner's life, some of it being based on interviews with people who remembered Henry Heppner very well. The various accounts differ some on certain details about the life of the man for whom the town was named, but probably give a fairly accurate composite picture of him.

Henry Heppner was born in Prussia (east Germany) of Hebrew parents. Three different birthdates are given — 1825, 1831, and 1843. The obituary published in a 1905 Gazette makes him 74 at his death in 1905, another clipping says he was 76 years old. Harold Becket wrote, "He, himself, did not know the exact date of his birth." One account says he left Germany in 1855, another states he emigrated in 1858. He lived and "engaged in business" in New York City for several years. He came to Shasta, Ca. in 1857 or 1863. The History of the Pacific Northwest says that after two years in the mercantile business in Shasta, he moved his business to Corvallis, Oregon, and "meeting little encouragement there he opened a store at The Dalles, doing well there for six years." However the 1860 census lists him as a pack train operator in Wasco County (which then was all of Eastern Oregon).

### HEPPNER'S PACK TRAINS

Accounts agree that about the middle 1860's this ambitious business man was operating a large pack train. His train carried supplies from The Dalles and Umatilla landing over the Canyon City route to the mines of Idaho and to points in between. Harold Becket wrote "He employed Mexicans who did the actual packing. A pack train might consist of up to 150 mules. It is said that Mr. Heppner had the biggest and best-cared-for mules in this part of the country. The Cayuse Indians of the Blue Mountains committed many depredations on his train, stealing several mules at a time, and finally taking the last of the train. Before he died Mr. Heppner received reimbursement from the government for that train."

The History of the Pacific Northwest reports, "On one of his trips, nearly two years after the commencement of the business, his train of twenty-nine mules was attacked, and the animals driven in one direction, and the five men in charge compelled to take shelter in another. Fortunately this mishap occurred on the return trip when the train was empty. He was able to replace the animals and continued his business without trouble from the Indians,

except as he says phlegmatically, 'being' fired on once or twice.' Being shot at was so common an occurrence up east of the mountains as scarcely to be noticed."

### HE SETTLES DOWN IN 1872

In 1871 Mr. Heppner quit his arduous business packing freight and went to LaGrande where he had a business contract supplying sacks for a flour mill. He came traveling through the Willow Creek valley and camped where Heppner now stands on July 4, 1872, and it is reported that he was impressed with the locality and visualized a settlement there. Mr. J.L. Morrow who was in the mercantile business in LaGrande was persuaded somehow to look over the site and determined to speculate on a store at the location. The new partners divided organizational tasks; Mr. Morrow took charge of erecting a building — Mr. Heppner took charge of buying goods and getting them there.

Mr. Harold A. Cohn, a grand-nephew of Mr. Heppner, has said that goods were shipped from various locations marked "Henry Heppner" and that the new place gradually assumed his name. Another story is that Mr. Morrow or maybe Mr. Stansbury suggested that the old name Stansbury Flat be changed to Heppner. This was done within the year after the new store was finished and opened with a big celebration on August 10, 1872.

### HIS CHARACTER AND WORKS

Writers say Henry Heppner was always planning his next move. He was very energetic and ambitious and must have been thoughtful of others. The old history book tells about the new community's effort to organize its first school. "Accordingly Mr. Heppner mounted a Cayuse and proceeded around the neighborhood to solicit subscriptions, the firm to which he belonged having first started the list with a donation of one hundred dollars' worth of materials." After the building was built a bell was furnished by Henry Heppner. "Mr. Heppner had no children to educate but being a public-spirited man he was willing to work for anything tending toward the promotion of the commonweal." During the Indian scare of 1878 he furnished, without compensation, the materials to build the fort at Heppner and gave to the needy refugees provisions without stint, according to a letter written to the G-T editor by Josephine Mahoney Baker.

By 1875 Mr. Heppner was in partnership with Frank Maddock in a mercantile store. Soon after this he moved to Arlington, through which the railroad had just been built and constructed a warehouse for grain, wool and hides and also built a store. His sister's husband Henry Blackman came from San Francisco in 1880 and

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