

The Hermiston Herald

Published every Thursday at Hermiston, Umatilla County, Oregon by Raymond Crowder, Editor and Manager.

Entered as second class matter December, 1906, at the postoffice at Hermiston, Umatilla County, Oregon.

Subscription Rates
 One Year \$2.00
 Six Months \$1.00
 (Payable in Advance)

A WORD TO THE WISE SHOULD BE SUFFICIENT

In last week's issue of the Herald Mayor Prime issued a warning to those who insist in breaking traffic regulations within the city limits. In spite of previous warnings there are a number who still persist in speeding within the city limits and turning between intersections. This is a dangerous practice and cannot be countenanced. This is not only true of Main street, but in other sections of the city the same thing prevails. These traffic regulations are for the protection of the public and this paper believes they should be rigidly enforced regardless of persons. If they were allowed to be broken without any punishment meted out to the offender, the regulations soon become a joke and might as well be discarded. The citizens of Hermiston are not the only ones who break the traffic laws. There are a number of tourists who seem to think the sign boards put up on the edge of town warning the motorist that the city has a speed limit of twenty miles an hour, was put there merely as a matter of form. It is a common sight to see a tourist car go through town at a speed of thirty or forty miles an hour. Frequently accidents that might have been serious have been averted only by a hairs breadth at intersections caused by a car on Main street exceeding the speed limit not only of the city but also of the state. Now we believe in showing the tourist every consideration that is due them but cannot see why they should not be made to comply with all traffic regulations of the town through which they pass. I will avoid accidents that may result in the death of someone.

We wish to commend the mayor for the stand he has taken and believe the authorities should take action to prosecute all those who do not comply with traffic regulations.

It is both interesting and amusing to watch some of the signs painted on Ford's going through Hermiston on the highway. They bear such inscriptions as "Darling I Am Growing Old," "Danger 100,000 Jolts," "Don't Laugh Girls You too May be Old and Shaky Some Day," etc.

BOYS AND GIRLS CLUB TO SPONSOR SOCIAL

The boys' and girls' club of the Columbia district will sponsor an ice cream social to be given Wednesday, September 2, on Henry Sommerer's lawn. The proceeds of the social will be used to ship a carload of stock to the state fair. The young folks should be encouraged in their endeavors by a big attendance.

Herb Shesely after taking a trip to Tacoma and Seattle, where he went to investigate and operate a paint spray system, was so well pleased with the speed and class of work turned out, that he has purchased a complete outfit. Herb tells us that he will save his customers many dollars on their paint jobs. This method of painting is much faster, increases the hiding power of paints and has rapidly replaced the old hand brush method on practically every kind of work.

Methodist Episcopal church.—Sabbath school at 10 A. M. Morning worship at 11 A. M. Epworth league meeting at 7 P. M., leader, Carrie Bamford. The topic which all are to discuss is Paul, the Eighth Pathfinder. Bible reference, 11: Cor. 5:20, 21. Evening service at 8. Prayer and Bible study yThursday evening at 8 o'clock. We welcome you. Harry Young, minister.

Half Million Loss Yearly

On the Cadie Bros. farm, one mile west of Rickerall, there is now in operation a grain cleaner which the Portland office of the federal grain investigation department wishes that grain growers who can, would see in operation. The cleaner is called a "grain aspirator" and it will clean grain of weed seed or light foreign material. It is inexpensive, light, can be attached to any standard thrasher and it requires but little power for operation. Federal statistics state that in 1923 approximately 475,000 bushels of dockage were produced in Washington, Idaho and Oregon. This great volume of screenings was shipped into the terminals with the wheat; freight was paid on it, handling costs and insurance was added, and it was a total loss. Kept on the farm the

screenings have feed value and marketing costs are greatly reduced. Cadie Bros. are now threshing and it will be worth the while of any grain grower or buyer to investigate this machine with a view of reducing a great economic waste.

Fruit Prices are Good


The extremely dry weather since June 1, together with spring frost injury and the damage of last winter have considerably reduced the fruit production of Oregon, and because of the curtailment prices are good and growers are expecting fair returns. Prune shipping organizations are applying rigid grading and inspection this year and they will make shipments systematically.

—READ THE WANT ADS—

ORDINANCE NO. 120

To declare an assessment and designate the street improvement for which the same is levied, the number of the assessment roll and the cost of the improvement. Gladys Ave. Improvement.

WHEREAS the City Council of the City of Hermiston did, by resolution adopted on February 4, 1925 create improvement district No. 10 embracing all of the real property abutting upon that part of Gladys Ave. in said City lying between the east line of First St. and the west line of Seventh St., extending on either side from the marginal line of said street back to the center of the block abutting upon said portion of Gladys Ave., and improvement districts Nos. 11 to 20, inclusive, embracing said property and did provide for the improvement of said part of Gladys Ave. by grading and surfacing with crusher screenings and constructing curbs and sidewalks from First to Third Sts.; by grading and surfacing with crusher screenings and constructing curbs on both sides and sidewalks on the north side from Third to Fourth Sts.; by grading and surfacing with crusher screenings, and constructing curbs from Fourth to Fifth Sts.; by grading and surfacing a strip 16 feet wide in the center with crusher screenings from Fifth to Seventh Sts. according to the plans and specifications of the City Engineer heretofore filed with the City Recorder, and



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Latest Triumph in Railroading



THE completion of the new Chicago Union Station marks a noteworthy accomplishment in the history of important engineering undertakings, from which travelers from all parts of the United States will derive pleasure and benefit.

The station is without doubt one of the finest and most efficiently designed railroad terminals in the world. It forms a vital link in the realization of the "Chicago City Beautiful Plan." Simplicity, accessibility and convenience for the traveling public are the essential virtues of the new terminal. Best and recreation rooms, ticket offices, barber shop, dining rooms, stores of various kinds, and almost every convenience known to travelers, are to be found on the one level, no steps to climb.

The main station is a low monumental type of building with a row of massive columns of classic design along the entire east front. Once inside, the traveler finds himself in a gigantic waiting room more than 100 feet high and brilliantly lighted through skylights in the great arch ceiling. Colonnades inclose the room, the walls of which are patterned after the architecture of ancient Rome. Bordering this room are the ultra-complete passenger terminal facilities. An innovation in railway terminal design is a conference room accommodating 125 people, which is available, without charge, to patrons of the Union Station lines for conferences and other meetings.

To give some idea of the immensity of the new station, it may be stated that the main building covers an area of about three acres with a concourse covering 60,000 square feet. The entire terminal facilities cover more than 35 acres and will expedite the prompt and satisfactory handling of 50,000 passengers, 400 tons of baggage and 300 trains daily with room for future expansion. Fifteen acres of glass were used in the various coverings over the train sheds, which extend more than 1,200 feet beyond the main structure. A total of 37,000 tons of structural steel, 175,000 cubic feet of Indiana limestone and 10,000 cubic feet of granite were used in the station building and concourse. The foundation consists of 449 cylindrical concrete piers from four to ten feet in diameter, reaching to a depth of more than 60 feet below the level of the Chicago river.

Those who have had the privilege of inspecting the new station pronounce it a marvel in terminal construction and are urging their friends to see it on their next visit to Chicago.

The station is used jointly by the Pennsylvania Railroad; Chicago, Milwaukee & St. Paul Ry.; Chicago, Burlington & Quincy R. R., and the Chicago & Alton R. R.

WHEREAS said improvement has been completed and the proposed assessment therefor has been made by the City Recorder and notice of the same has been given as by the City Charter provided, and

WHEREAS the City Council, pursuant to due notice, sitting as a board of equalization to consider said proposed assessment, did consider the same and did ascertain and determine the amount of the special and peculiar benefits accruing to each lot or part thereof, or parcel of land so assessed by reason of the construction of said improvement, and it appearing that said proposed assessment is in all respects just and equitable and in proportion to the special benefits conferred, the same is in all respects approved, confirmed and adopted, and

WHEREAS the said assessment roll has been duly numbered number 2, now therefore,

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

Sec. 1. That there is hereby declared and level an assessment against each and every lot, part thereof, or parcel of land in improvement district No. 10 in the City of Hermiston, Umatilla County, Oregon as apportioned and designated in

that certain assessment roll designated as Assessment Roll No. 2 for the improvement of that part of Gladys Ave. lying between the east line of First St. and the west line of Seventh St. in accordance with the plans and specifications therefor filed by the City Engineer in the office of the City Recorder.

Sec. 2. That said assessment roll containing said assessment shall be and hereby is designated and declared to be Assessment Roll No. 2 and the whole cost of said improvement is hereby declared to be the sum of \$3,871.99.

Sec. 3. That inasmuch as said improvement has been completed and it is necessary that prompt payment be made therefor, it is necessary for the peace, health and safety of the inhabitants of said City that this ordinance be in effect at once and an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the City Council and approval by the Mayor.

Passed by the Council this 5th day of August, 1925.

Attest: C. W. Kellogg, Recorder.
 Approved by the Mayor this 5th day of August, 1925.
 F. V. Prime, Mayor.

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Many are buying them in the larger quantities, but we are here to serve you all. If you want only a few we have them without the name. These we sell as follows—

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