

# Local Happenings

Mr. and Mrs. Vawter Crawford departed yesterday for Eugene to be in attendance at the annual press conference held on the University of Oregon campus. At the annual banquet tomorrow evening, ye editor will receive a certificate of merit on behalf of the Gazette Times in lieu of the loving cup held by this paper the past year. The cup was awarded by Oregon chapter Sigma Delta Chi, national honorary journalism fraternity, for the best all-round weekly newspaper in the state. The Gazette Times was not eligible to compete this year.

Clarence Bauman, sheriff, and S. E. Nelson, district attorney, departed last night for Portland to be in attendance at the state convention of peace officers and district attorneys in session there this week end. Mr. Nelson is vice-president of the association.

Mrs. Daisy Hall has as her guest this week, her sister, Mrs. William Swick of Bend. Mrs. Swick arrived here Sunday to spend a few days with her sister and other relatives, and will also make a visit in Portland before returning home.

The Methodist ladies will give an apron social on Friday, January 29th, at 7:30 p. m., in the basement of the church. A good program has been arranged. A luncheon will be served after the program.

Harold Dobyns, assistant predatory animal control leader for Oregon, was in Morrow county several days this week, going from here to Pendleton where he attended the Oregon Woolgrowers convention.

Gene Ferguson and D. A. Wilson departed for Portland yesterday. Mr. Ferguson to attend a Chevrolet dealers' meeting, and Mr. Wilson to transact business for his men's furnishing store.

Roy Fugate, rodent control man with the U. S. Biological survey, was in the city yesterday working with County Agent Smith in preparing for a squirrel poisoning campaign.

Lawrence Redding was in town Tuesday from his Eight Mile farm home. His broad smile denoted satisfaction with the fine lot of moisture that has been received in his section.

For Sale—132 acres on Birch creek, fenced woven wire, 18 acres alfalfa, fair house and barn, school on place. Price \$3000. Some terms. Write Wells & Keithley, Pendleton, Ore. 45

Pete Gilliland, who has been nursing a large boil on his wrist and undergoing much misery therefrom, is reported by his physician to be recovering from the affliction.

Harley Adkins, employed by the O-W. R. & N. as traveling freight agent, arrived in the city yesterday in answer to news of the illness of his mother, Mrs. Alice Adkins.

J. D. Cash, manager J. C. Penney company store, is in Portland this week attending the company's annual spring buyers' conference. He is expected home Saturday.

Mr. and Mrs. Wilbur Gorley were in town yesterday from their farm home, Mr. Gorley receiving treatment for a finger which was severely cut by a saw last week.

Norman Everson of Ione broke his nose Tuesday night while playing basketball in a game with the town team. He was brought to Heppner for treatment.

Born, to Mr. and Mrs. Fred Ross yesterday morning at the home of Mrs. Fred Ritchie in Heppner, a seven-pound daughter.

Paul Marble, manager of the local P. P. & L. office, is absent from the city attending a meeting of company employees.

Mrs. Ed Chinn has recovered sufficiently from her recent illness to again be out of the house.

Mrs. Mohl, Heppner hospital nurse, left Tuesday night for Portland for an extended visit.

Wanted—Cooking in sheep camp or farm by middle aged, experienced woman. Call this office. 45-8p

## Clothes for N. Y. Jobless



Thousands of garments were donated to unemployed people by more fortunate New York workers. A workman is shown fumigating the clothes before giving them out.

## NEW AUTOMOBILES GREATLY IMPROVED

By CALEB JOHNSON.

Even in times like these everybody is interested in the new automobiles. Perhaps the automobile people are going to sell more of them in 1932 than they did in 1931. At any rate, there is a wider variety of good automobiles to choose from than ever before, and at lower prices.

Even though automobile sales fell off in 1931 by more than one half from 1929, and only about 2,450,000 cars were built last year, there was more automobile travel than ever before. That is proved by the fact that five hundred million more gallons of gasoline were consumed in 1931 than in 1930. And that, in turn, means that the old cars were driven harder and are nearer the stage where they must be replaced by new ones. Automobile manufacturers figure that there are six million cars that ought to go to the junk heap this year. And if they can sell that many they would be doing twice as much business as they did last year.

I went to the first automobile show of the season at Grand Central Palace, New York, on the opening day, January 9. This is the first place where the makers all show their new 1932 models, and I found a great many things to interest me which will, I believe, interest everybody who has a car or who hopes to have a car.

First, and most important, prices all along the line are way down. Six years ago I paid \$7,750 for a car. At this year's show the same makers are offering a car of the same size, but with a more powerful engine and a better car in every way, for a hundred dollars less than half that figure. There are better cars selling between \$500 and \$1000 than could have been bought two years ago from \$1,000 to \$2,000. In tune with the times, the largest offerings of new cars are in the less than \$1,000 class, and the very high quality big cars are selling at from \$1,000 to \$3,000 less than similar models sold last year.

And I think I am perfectly safe in saying that without exception they are all better cars.

I was surprised to find how uniformly the manufacturers have adopted all of the very latest improvements. For one thing, they are all showing smaller wheels and larger tires—some of the tires have almost the proportion of doughnuts. One of the biggest improvements in the whole automobile field in recent years has been in the quality of tires. I can remember when three thousand miles was a lot of service to get out of a set of tires, while today it is ordinary experience to get twenty thousand miles and over.

The smaller wheels help bring the car closer to the ground, and by thus lowering the center of gravity make high speeds safer and lessen the danger of an upset on curves. Last year's cars seemed low, but this year's are still lower from ground to top. Several makers have found new ways of bringing the body down below the chassis frame. Head room is less, but people don't wear plug hats while motoring!

There were few four cylinder engines in any of the cars at the show. Even very low priced cars have six cylinders, and many of those under \$1,000 are eights. Several makers are showing twelves who never made anything bigger than eights before. All of that is in line with the increased speed which modern motorists, with plenty of good roads to drive on, are calling for. A few years ago a forty-horse-power engine was considered very powerful; I should say that half the cars in the show have engines above one hundred horsepower, and are so designed that they can be driven with safety at speeds up to seventy or eighty miles an hour.

In almost every car I saw, some special effort has been made to suspend the engine in such a way as to minimize engine vibration. Lighter weight pistons and crankshafts are the rule, and I saw numerous minor improvements in methods of insuring equal distribution of gas to all cylinders, on the eights and twelves. There seems to be a tendency to do away with the vacuum tank and provide pressure feed from the main tank.

I don't think there was a single car at the show which did not have the new so-called "synchro-mesh" gears, in one form or another. I think that in many respects this is the most important improvement in the cars that has been made. It eliminates all trouble in shifting gears, making that operation entirely noiseless and eliminating all danger of stripping the gear teeth. And, in connection with this synchro-mesh transmission, every car that I examined, from the \$500 ones to the \$10,000 ones, has some system of free wheeling, usually in connection with an automatic clutch. Some have a button to press with your foot, to put the free wheeling and automatic clutch system into operation, some have the button on the dash board, some have a lever on the steering wheel, but in practically all of the new cars it is possible to drive over almost any kind of country without ever having to use the left foot for the clutch lever. On steep down grades where the braking power of the engine is required, the throwing of a switch or the pressure of a button cuts out the free wheeling feature and the engine is directly geared to the drive shaft. On a good many of the new cars you can stand still in traffic with the engine idling, and

## When the Visual Telephone Arrives



by opening the gas throttle, by means of the foot accelerator, it will start off in first speed, automatically shift to second when it gets up to four or five miles an hour, and then automatically shift into third when the ten mile speed has been reached, and this process is reversed whenever the car slows down. On a great many, if not most, of the new cars, the self-starter is also automatic, so that the engine can never stall so long as the switch is on. All it takes to start the engine is to throw the ignition switch. This device was used nearly twenty years ago by one maker that I know of and it has amazed me for years that nobody else had taken it up. Now they are all doing it, or most of them.

Hydraulic shock absorbers are now regular equipment on everything from Fords to Cadillacs, where only the last year or two they were expensive extras. And many of the new cars have what they call a "ride control" device whereby the tension on the shock absorbers can be altered to suit the load in the car and the character of the road. Everybody knows that a heavily loaded car holds the road better than a light one, or at least shakes up the passengers less. With the "ride control," which operates by opening or closing the oil valves in the shock absorbers, the same riding comfort is promised with only one passenger that ordinarily results from having five in the car, while rough roads are smoothed out by a similar application of the "ride control" adjustment.

None of the cars at the show was equipped with the new low pressure tires. From twenty-five to thirty-five pounds pressure is standard for balloon tires. One tire maker has brought out, and I was told that others will soon bring

out, a tire which requires only twelve pounds of air pressure. It has a triangular cross section, a very broad base on a wide wheel rim and about four inches of surface contact with the road. Friends of mine who have driven in light cars equipped with these twelve pound tires say that they behave wonderfully.

I noticed a decided tendency toward longer wheel base in the lowest priced cars. That, of course, makes riding easier. It also gives a riding hood under which to put an eight-cylinder engine, and permits longer bodies, with more leg room, in the smaller types of closed cars. I saw a smaller proportion of cars of the rumble seat type, however, and more having a close-coupled body, with rear seats for two or three, and a removable canvas top over all. They are very sporty looking affairs, many of these and doubtless will be popular with the type of young folks who have been such eager buyers of two-seaters with rumble.

Bigger and more powerful headlights, two horns instead of one—I cannot quite see the use of that—much more chromium plate and stainless steel, a greater variety of more brilliant body colors, deeper and more impressive-looking radiator fronts, and more complete streamlining to prevent wind resistance, are among the other minor improvements which almost all the new cars show. Of course, they all have four-wheel brakes, most of them mechanical brakes, with the exception of one very popular line which has used hydraulic brakes for several years and still applies them on all of its cars. And almost every one of the new cars has sun shields inside which can be pulled down and set at any angle by the driver, instead of the

old-fashioned sun shields which were never completely satisfactory. I should say that a majority of the cars have some form of shatter-proof glass as standard equipment for windshields and windows, and some of the new ones have got the front seat floor boards and coverings so fitted that there will no longer be a cold draft on the driver's feet in winter.

I should say that perhaps half the cars in the show are wired for radio as standard equipment, and every one of these has some kind of a radio receiving set especially designed to go under the dashboard, which is sold as an extra, at a cost from \$100 to \$150.

Nobody has seen the new Ford yet. Nobody but a few insiders in the Ford organization know what it is going to be. Mr. Ford never exhibits at the national show, but usually shows his new models at the same time. The rumor is widespread that the new Ford will have eight cylinders and many other radical changes from the present model AA type. But we will know a lot more about that when Mr. Ford tells us.

## IN OREGON HOMES

Gresham—More than 425 men and women of Multnomah county have participated in an entertaining, educational program planned to arouse interest in improving kitchens and the manner of performing work in them, according to Frances Clinton, home demonstration agent. This program is titled "Come Into the Kitchen" and includes snappy roll call responses, a demonstration on "The Secret of the Great Arch" (caused by too low work surfaces), a talk on kit-

## ODD---BUT TRUE

MICHEL VIENCHANCE THE ONLY EUROPEAN WHO EVER ENTERED THE MYSTERIOUS DESERT CITY. SMARA A MOHAMEDAN FORTRESS LOCATED IN THE SPANISH-AFRICAN COLONY RIO DE ORO GATHERED SOME VALUABLE SCIENTIFIC DATA BUT DIED SHORTLY AFTER FROM THE HARDSHIPS ENCOUNTERED ON THE TRIP - HE WAS 28 YEARS OLD



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A SIGN IN AN OAK PARK, ILL., CONFECTIONER'S WINDOW

chen furnishings and their arrangement, original kitchen songs, and the "Kitchen Klangers," an orchestra or band made up of kitchen implements. Copies of this program may be obtained free from any home economics extension service at Corvallis.

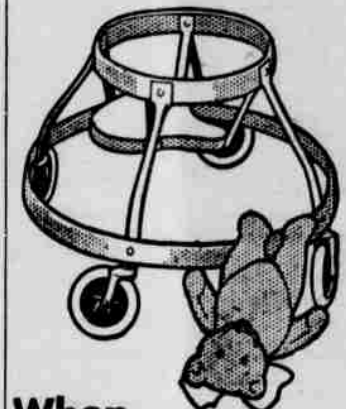
Grants Pass—Six different organizations in Josephine county were aided by the Josephine County Recreation Study group during the month of December. The membership of this recreation group of 30 is divided into four committees—songs, stunts, games, one-act plays. Committees respond to requests of rural community groups for assistance with the entertainment features of their programs. A. G. Jackson of Grants Pass is president of the organization, which is one phase of the extension ser-

vice carried on under the direction of Mrs. Cara H. Wertz, home demonstration agent.

Eugene—Eighty-six Oregon Productive unit chairmen were invited to this party by the county committee of seven which is headed by Mrs. Ralph Laird of Pleasant Hill.

Woolgrowers Auxiliary will give a dinner at the parish house at 6:30 o'clock Tuesday, Jan. 26, followed by old-fashioned dancing. Dinner and dance, 50c. Dancing only, 25c

For Sale—Bourbon Red Turkey toms, from blue ribbon stock, \$6. Daisy Butler, Willows, Ore. 42-45



## When BABIES are Upset

BABY ills and ailments seem twice as serious at night. A sudden cry may mean colic. Or a sudden attack of diarrhea. How would you meet this emergency—tonight? Have you a bottle of Castoria ready?

For the protection of your wee one—for your own peace of mind—keep this old, reliable preparation always on hand. But don't keep it just for emergencies; let it be an everyday aid. It's gentle influence will ease and soothe the infant who cannot sleep. Its mild regulation will help an older child whose tongue is coated because of sluggish bowels. All druggists have Castoria.



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With every quart of QUICK-STEP VARNISH at the regular price of \$1.25 per qt. you get a 3-inch bristle Varnish Brush that sells at 60 cents.

This Quick-Step sale continues for 30 days only and will close on the evening of December 17th.

QUICK-STEP is the ideal varnish for floors as well as for all kinds of wood-work.

In addition to the above we will be glad to furnish you anything in the Paint and Varnish line.

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