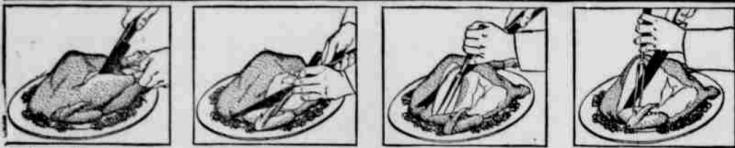


HOW TO CARVE A TURKEY *By Ernest Amiet*



1. Place turkey on back with legs pointing towards the carver. Grasp paper frill covering end of leg. Cut through skin between leg and body with carving knife and disjoint leg.
2. Push wing down and hold firmly with fork. Make a deep cut diagonally into breast just above wing. Carve breast in thin crosswise slices. The deep diagonal cut enables you to cut slice neatly.
3. Hold wing with fork and disjoint with carving knife. Then carve balance of white meat from breast. Under the back, on either side, may be found two small oyster-shaped pieces of dark meat.
4. For a small family, it is advisable to carve but one side of the turkey as required, so that the remainder may be left in good condition for a second serving.

Danes Have Made Great Strides To Put Country in First Class

(Editor's Note: This is one of several articles written for this newspaper by Eric W. Allen, dean of the University of Oregon school of journalism who traveled in Europe on a fellowship granted by the Oberlander Trust of the Karl Shurz memorial foundation.)

By ERIC W. ALLEN
Dean of the University of Oregon School of Journalism.

KOPENHAGEN—Denmark is a sensible little country, if there ever was one. It has to be. If the Danes make any serious mistakes, there is no chance that Nature will make up the deficit, or luck, or politics, and perhaps not even Providence. So the Danes just watch their step, and they have accomplished wonders.

Denmark is almost without natural resources. Yet the Danes eat better, sleep warmer, live in more modern houses, enjoy a superior education, are socially secure, and get through life with less tribulation than almost any people one could name. A young Nazi in Germany, a war baby himself, told me he would hate to live in Denmark because life there was so peaceful and unexciting.

All the Danes had to start with was a small country made up apparently of sanddunes covered with a thin and not very fertile soil. Now they have a country that seems more like Oregon than anything else in Europe. The Danes are about as artistic as the Americans. Whether that is saying much or little is left to the reader. Their idea of what constitutes a good town is the same: the streets should be wide, and clean, and well paved. The houses should be well built. The store windows should be large, and spotlessly clean, and filled with the most modern goods the world can offer, attractively displayed. A few lights and a little snappy advertising in brilliant colors warms the Danish soul, as it does the American. The automobiles should be streamlined, and they are—as nowhere else in Europe.

But to see the star exhibit of Danish life one must go outside the cities and note what has happened to those ex-sanddunes. All Denmark is a food-factory. Every Danish farmer mixes his own fertilizer and he always knows exactly what he is doing. There is no guess about it. He knows his chemistry and his biology and his bacteriology and he keeps careful statistics of results. One could not walk through his clover field without tripping and falling. The yield of everything per acre, or, as he would say, per hectare, is very large, and makes fun very sensibly of the tendency of scientists to figure that every race that is found anywhere at the dawn of history must have come from somewhere else—the Caucasus or Central Asia for preference. The writer asks, with very good reason, where else could a tribe be bleached out so white as we are except right here? This is a very bleaching climate, and it is very easy to believe that it was right here that the Oregonians acquired their white skins. Throughout the entire period of American drought and heat wave, we have had in Europe, except for a few days in Italy, weather that is exactly like an Oregon winter—damp and part of the time colder, if anything.

It is no wonder that Europe is so beautifully green. The wonder is how completely the Europeans have conquered mud, and how neat, snug, well painted and well kept every farmhouse is—and nowhere more so than in rainy Denmark.

BOARDMAN

By LA VERN BAKER

Harlan and Bud Lundell returned to Boardman last week after spending several weeks driving through the middle western states. They reported a very good time.

John and Lawrence Narkoski are home now. They have both been away working for some time.

Mr. and Mrs. E. Ingles and the teachers spent Wednesday afternoon in Walla Walla.

A Christian Endeavor party was held at the church Friday evening. It was the monthly social and everyone reported a good time. The evening was spent playing games and then refreshments were served.

The 7th and 8th grade held a skating party Friday afternoon. They skated at the grange hall from 3:30 to 6:30, later having refreshments and playing games.

Dale Hugg had his tonsils removed Friday morning at the Hermiton hospital. He is reported doing well.

Mrs. C. Inglebritzen is visiting at the home of her daughter, Mrs. E. Ingles. She is from Portland.

Mr. and Mrs. John Orr of Klamath Falls visited at the Lubbes home last week. They were en route to Missouri.

Glen Hadley, Charles Dillon and Warren Dillon returned home Sunday from an elk hunting trip up around Dale. Mr. Dillon killed an elk.

Simon Gent of Elgin arrived in Boardman Saturday to go with his son-in-law and daughter. Mr. and Mrs. H. E. Bates, on a trip to Longview and Seattle and other points on the coast.

The Home Economics club sponsored a card party last Tuesday evening.

organization of dozens of cooperatives be successfully conducted, and become the basis of a country's economic and cultural success. Even the farm hand, or the porter at your hotel, is likely to be a college graduate and answer your question in good French, or German or English if you cannot understand Danish. There are bookstores everywhere, with big stocks in several languages, not only in Copenhagen but in the small town. There are far more newspapers in proportion than there are at home, and they are lively, American-style sheets, with lots of pictures and a great deal of interesting news, not the pseudophilosophy and propaganda that now characterize the newspapers in too many European countries. And they get lots of advertising, which helps a newspaper to keep up its quality of service and its intellectual courage.

The Danes think—and freely say—that American papers, compared with their own, are not sufficiently well written, and are not vivacious enough.

The Danes have their troubles, just as other peoples have in this troublesome period in the world's history. They have some unemployment, largely owing to uneconomic tariff policies followed by customer countries, but it is written into the constitution that no Dane go hungry and he doesn't. There are no slums, or at least the Ford car hasn't been able to find any and the Danes tell us there are none. There is an elaborate system of social insurances that protects everybody, and this again is only possible where a high standard of education, honesty and self-respect in general. In Denmark you just park your car in one of the wide boulevards over night and save some rent. Nobody will steal the accessories or drain out the gas. We saw nine soldiers across the street at the Rosenberg palace yesterday, but have not yet identified a policeman. The chap in a bright red coat turned out to be a mail-carrier. And this is Europe, in the year 1936! Of course, there must be soldiers and policemen somewhere, but they are not so thick that they get into one's hair, as is the case in most of Europe.

These shores of the North Sea figure in the ancestry of almost every Oregonian, if one traces it back far enough. Here, and along the German coast where we are going next, is where the Anglo-Saxons originated. A new book just issued in Germany—the Germans are much interested in "race"; far too much so, in fact—makes fun very sensibly of the tendency of scientists to figure that every race that is found anywhere at the dawn of history must have come from somewhere else—the Caucasus or Central Asia for preference. The writer asks, with very good reason, where else could a tribe be bleached out so white as we are except right here? This is a very bleaching climate, and it is very easy to believe that it was right here that the Oregonians acquired their white skins. Throughout the entire period of American drought and heat wave, we have had in Europe, except for a few days in Italy, weather that is exactly like an Oregon winter—damp and part of the time colder, if anything.

It is no wonder that Europe is so beautifully green. The wonder is how completely the Europeans have conquered mud, and how neat, snug, well painted and well kept every farmhouse is—and nowhere more so than in rainy Denmark.

IRRIGON

By MRS. W. C. ISOM

Chester Wilson is employed at the Tum-A-Lum this week.

Mrs. Swearingen entertained the Home Economics club at her home Thursday afternoon.

Mrs. Robert Smith spent the week end with the home folks.

Mr. and Mrs. Fred Markham were Richland, Wn., visitors last Thursday.

R. V. Jones and W. C. Isom delivered dressed turkeys at the Co-op in Hermiton Sunday.

Mr. and Mrs. Geo. Kendler and daughter Yvonne from Pendleton visited Mr. and Mrs. Earl Isom Sunday.

Mr. and Mrs. Fred Markham motored to Portland Sunday.

Mr. and Mrs. Don Isom were dinner guests of Mr. and Mrs. Don

HARRIMAN AT UMATILLA SUNDAY EVENING

Mrs. Battie Rand and Mrs. Don Isom entertained the Pep club at Mrs. Rand's home Wednesday afternoon.

Mrs. Irvin Chapman from Umatilla visited Mrs. Earl Isom Monday.

Mrs. Alina Greaves from Hermiton visited Mr. and Mrs. George Rand Saturday.

Mr. and Mrs. Emery Bedwell and family visited Mrs. Bedwell's sister and family, Mr. and Mrs. Frank Stevers, at Cayuse Sunday.

Geo. Scarlett of Boardman was a business visitor in Irrigon Monday.

Mr. and Mrs. Emmett McCoy are visiting their daughter, Mrs. Jay Berry and family at The Dalles.

Mrs. J. A. Grabel is visiting her daughter in Portland.

Alvin Strader of Portland is visiting his mother, Mrs. Bessie Strader.

Rev. Rice held services at the Presbyterian church Monday evening.

Mr. and Mrs. Frank Brace and son Bobby visited relatives in The Dalles Saturday and Sunday.

Mr. and Mrs. Ed Adams are the parents of a baby boy, born at their home Sunday evening.

Mr. and Mrs. Knighten and family have moved onto the Van Cleve place which they purchased recently. Mrs. Knighten is the sister of Uley Paulson.

Mrs. Nora Wilson is staying at the Ed Adams home.

Geo. Hendrix motored to Pendleton on a business trip Saturday.

Mr. and Mrs. Lyle Eddy have moved from the Frank Leicht cabins to the Clair Caldwell place. Mr. and Mrs. Eddy were dinner guests of Mr. and Mrs. Roscoe Williams Sunday evening.

Russell McCoy, Lyle Eddy, Earl Leach and Roscoe Williams motored to Umatilla Sunday where a practice game was played with the high school team.

Chas. Sargent from Idaho visited his sister, Mrs. Lyle Eddy, from Monday until Thursday. He was en route to Portland.

Stan Atkins, superintendent of schools, returned from Walla Walla Sunday evening with a new Terraplane sedan.

PINE CITY

By BERNICE WATTENBURGER

Mr. and Mrs. John Harrison and son Johnny were dinner guests at the E. B. Wattenburger home Wednesday evening.

A birthday dinner was held Sunday at the Clayton Ayers home in honor of Jim Ayers. Those present were Mr. and Mrs. Burl Coxen and children of Heppner, Harvey Ayers, Mr. and Mrs. Lon Wattenburger, Mr. and Mrs. Clayton Ayers and Jim Ayers.

Mr. and Mrs. Marion Finch and family and Mr. and Mrs. John Harrison and son were callers at the E. B. Wattenburger home. The evening was spent in playing cards.

Lloyd Baldrige left Thursday for Ellensburg, Wash. His half-brother, Charley Morehead, is very ill.

Mr. and Mrs. Harrison spent Sunday evening at the George Currin home.

Mr. and Mrs. Marion Finch attended grange at Lena Saturday evening. Mr. Finch was elected master for the coming year.

Mrs. T. J. O'Brien and daughter Katherine were Pendleton callers Monday.

Mr. and Mrs. Floy Stevens were callers Sunday at the Boylen ranch. Misses Mary and Patricia Healy were visitors in Heppner Armistice day.

Fred Rauch was a business visitor in Stanfield Monday.

Tom, Jack and Cecelia Healy and Joe Kenny attended the football game in Hermiton Armistice day.

Tom Healy was a week-end visitor in Heppner.

Mr. and Mrs. James Daly were business visitors in Pendleton Saturday.

HARDMAN

By LUCILLE FARRENS

A party was held at the high school Friday evening in honor of Armistice day. Weiners, buns and coffee were served.

Mrs. Carey Hastings is staying at the home of Mrs. Corda Saling in Heppner. Yvonne is at the home of Mrs. Debbie McDaniel while her mother is away.

Mrs. Carl Leathers and Jean, Mrs. Ethel McDaniel and family and Miss Muri Farrrens attended the show in Heppner Sunday afternoon.

A group of young people attended the Lonerock dance Saturday evening.

Guy Chapin, Delbert Robison and Max Buschke were successful elk hunters this week.

Mrs. George Bleakman, Mrs. Bert Bleakman, Miss Neva Bleakman and Harry Peterson from Heppner attended the party held at the high school Tuesday.

Neal Knighten and Leon Chapin were transacting business in Heppner Monday.

Gaylord Ingram and wife and Mrs. Ezra Adkins visited at the home of Jim Burnside Saturday and Sunday.

Mrs. Joe Batty is visiting her son and wife, Mr. and Mrs. Lewis Batty, this week.

Two car loads of Endeavor workers are planning on attending the convention to be held at Hermiton Nov. 23.

Ed Warren is herding for Pad Howell while he is taking a week's

vacation. He is herding for Clyde Wright.

Mr. Frank McDaniel is ill at her home here.

Mr. and Mrs. Harvey Harshman were calling in town Friday evening.

Mr. and Mrs. G. A. Farrrens and Mr. and Mrs. O. E. Johnson were shopping in Heppner Tuesday.

Mr. and Mrs. L. J. Burnside were transacting business in Heppner on Thursday.

Mrs. Jim Brannon is visiting at the home of her parents in Heppner.

Carl Leathers and Buck Adams are cutting their winter wood this week.

Mrs. Bill Greener and Irvin and Charles Johnson attended the show Sunday afternoon.

as is now predicted and if a larger acreage of crops with a higher average yield is realized as is also predicted, national farm prices may be expected to average about the same as in 1926.

Even if farm prices merely remain at the 1936 level, total farm income will be somewhat greater for the country as a whole, Breithaupt points out. A part of this extra income will doubtless be needed to meet higher farm costs which are now in prospect, but undoubtedly part of it will be used in improving farm homes and family life.

Excellent results from the use of Gazette Times Want Ads are reported to us each week.

Feeders' Meeting Dates Shifted; Grant on List

One county has been added and the dates for two counties changed in the series of 11 feeders' and feed resources meetings scheduled by the O. S. C. extension service for December and January. Under the new schedule, the first meeting will be held in Grant county December 4 and 5, with the Walla Walla county meeting moved on to December 7 and 8, and the Union county meeting December 9 and 10. Other meeting dates remain as previously announced, starting with Clackamas county January 28 and 29.

Information has been gathered through experiment station work

and observation of commercial herds which, if generally applied, would make possible fattening of many steers and lambs profitably on Oregon hay and grain instead of shipping them outside for finishing, extension leaders believe. These methods will be explained and discussed at the meetings.

Evidence that hundreds of visitors to Oregon become permanent residents of the state is contained in replies to questionnaires being returned to the travel bureau of the state highway department. Buyers of farms predominate among the visiting tourists who have succumbed to the attractions offered by the state and decided to become permanent residents.

1937 Farm Price Outlook Viewed by Breithaupt

A prospective increase in consumer purchasing power and a somewhat corresponding increase in farm production are the two most significant forecasts made at the National Agricultural Outlook conference held recently in Washington, D. C., reports L. R. Breithaupt, extension economist at Oregon State college, who represented Oregon at this annual meeting.

A voluminous report on the outlook for all major crops and animal products was compiled from the national viewpoint. Copies of this report are in the hands of all county agents who will be glad to go over any part of it with those interested.

Mr. Breithaupt is now engaged in localizing parts of the national report to Oregon conditions. His conclusions will be issued by the college from time to time in the form of regular agricultural situation and outlook reports.

The first of these for the new crop year will deal with horticultural crops, plans for which are usually made in the winter. The importance of the prospective rise in purchasing power is shown by the fact that the Oregon farm price index has shown an almost exact correlation with the national industrial payroll index.

For example, the average farm price index in Oregon for the five depression years was 57.4 per cent of the 1926-1933 period. In the same years the average United States factory payroll index was 58.4 per cent or just one point difference.

If the consumers' purchasing power increases 10 per cent for 1937

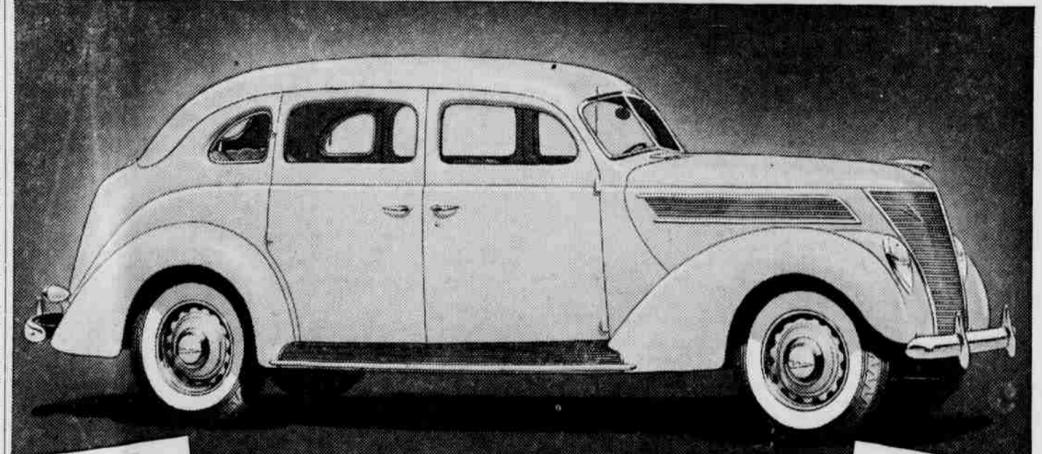


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See this modern Portable Typewriter NOW. \$49.50 Easy terms if you wish. Heppner Gazette Times

Announcing THE FORD V-8 FOR 1937

The Quality Car in the Low-price Field



V-8
85 HORSEPOWER
Maximum Performance with Good Economy
Bore, 3.062 in. Stroke, 3.75 in. Displacement, 221 cu. in.

Two Engine Sizes - One Wheelbase AND A NEW LOW PRICE

V-8
60 HORSEPOWER
Good Performance with Maximum Economy
Bore, 2.6 in. Stroke, 3.2 in. Displacement, 136 cu. in.

The New Ford V-8 for 1937 is the most beautiful Ford car ever offered. It is built in only one size—one standard of roomy comfort and modern appearance. But you may have either the improved 85-horsepower V-8 engine for maximum performance—or the new 60-horsepower V-8 engine for maximum economy. The smaller engine makes possible a lighter car—lower operating costs—and a lower price.

When you drive the 1937 Ford with the 85-horsepower V-8 engine, you are master of a power plant that gives everything you can possibly demand in speed and acceleration. Today, improved carburetion enables it to deliver its thrilling performance with unusually low gasoline consumption.

The new 60-horsepower V-type 8-cylinder engine delivers V-8 smoothness and quietness—even at speeds up to 70 miles an hour—with gasoline mileage so high that it creates an entirely new standard of economy in modern motor car operation.

We invite you to see this new Ford car, and arrange to drive one equipped with the engine that fits your needs.

BASE PRICES \$480 AND UP At Dearborn Plant Taxes, Delivery and Accessories Additional

Body types available with 60 or 85 horse power engine (without de luxe equipment): Tudor Sedan, Tudor Touring Sedan, Fordor Sedan, Fordor Touring Sedan, Five-window Coupe . . . De Luxe types, with 85-horsepower engine: Tudor Sedan, Tudor Touring Sedan, Fordor Sedan, Fordor Touring Sedan, Five-window Coupe, Roadster, Phaeton, Club Cabriolet, Convertible Cabriolet, Club Coupe, Convertible Sedan.

AUTHORIZED FORD FINANCE PLANS \$25 a month, after usual down-payment, buys any model 1937 Ford V-8 Car—from any Ford dealer—anywhere in the United States. Ask your Ford dealer about the easy payment plans of the Universal Credit Company.

FEATURES

APPEARANCE—A newly designed car. Headlamps recessed in fender aprons. Modern lid-type hood hinged at the back. Larger luggage space. Spare tire enclosed within body. Completely new interiors. Slanting V-type windshield opens in all closed cars.

COMFORT AND QUIET—A big, roomy car. Extra space in the body, not taken up by the engine under the hood. Comfort of the Center-Poise Ride further increased by smoother action of the long-tapering springs, with new pressure lubrication. New methods of mounting body and engine make this a quieter car.

SAFETY

BRAKES—New Easy-Action Safety Brakes, of the cable and conduit control type. "The safety of steel from pedal to wheel." Self-energizing—car momentum is used to help apply the brakes. Tests show that about one-third less pedal pressure is required to stop the car.

BODY—Not an ounce of wood used for structural strength. Frame structure all steel, sheathed with steel panels—top, sides and floor. All are welded into a single steel unit of great strength. Safety Glass all around at no extra charge.