

Heppner Gazette Times

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Official Paper for Morrow County



1937 JUNE 1937						
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"Heppner Will Rebuild."

THIRTY-FOUR years ago next Monday Heppner was visited by the disastrous flood which has taken its place in the annals of history as the worst of its kind in number of lives lost. That catastrophe is still fresh in the minds of many residents whose loved ones and friends were lost in the deluge.

At hand is a copy of the Gazette of June 25, 1903, the second issue published after the disaster. In it is the long list of victims, still incomplete, another list of property damage, and still another list of the contributions which flooded into Heppner from all over the country to help relieve the distress. In it is the story of the shock, so great that two weeks afterward people were just beginning to awaken to the true situation, so busy had everyone been helping to bridge the emergency; the story of bravery, of sickness, and of the outside workers who came by fifties and hundreds to help the stricken citizens.

There is no describing the heartaches, the terrors, or any of the emotional results of the flood. But the Gazette, in the issue at hand, sounds the spirit with which the city lifted its head toward the future. That was, "Heppner Will Rebuild."

"Heppner will outlive her great disaster and will rebuild with more solid buildings than before, especially in the business portion. Already the erection of four substantial brick business buildings to take the place of old wooden structures that were damaged by the flood, is contemplated, and it is almost a settled fact that these buildings will be built. Work on many new residence buildings will be commenced as soon as possible," the Gazette predicted.

"Heppner people are independent, determined, and progressive and the town will be built right up again. And why not. Nothing like this ever occurred before and it is not likely that there ever will be an occurrence of this kind again. The main damage was in the city of Heppner. We still have all the resources we ever had and the business will naturally come to Heppner just as it did before."

The Gazette then predicted truly. Heppner did rebuild. So well did it rebuild that all physical evidence of the flood is now eradicated. And Heppner still continues to rebuild, from the flood, and from fire disasters that came afterward. Heppner is now a better built city than it ever was; but it must not rest. There are still resources that await development; there are still things to be done to make the city more attractive, and to provide more conveniences and better living conditions.

We hope the possibility of more floods is slight. But we can better

ECHOES OF HEPPNER HILLS HEARD FROM PAUL MARIS' LANDING IN TEXAS

From the Heppner hills by a circuitous route to the Trinity river in Texas where he is now regional administrator for the Rural Resettlement administration has been a good part of life's journey for Paul V. Maris, who until a few years ago was director of extension on the Oregon Agricultural college staff.

The news of Mr. Maris' latest advancement comes from none other than J. Garfield Crawford, who, in reading the June 3 issue of the Dallas Times-Herald in line with his work as propaganda agent for the Greater Texas & Pan American exposition, opening in Dallas next Saturday, uncovered a two-column picture of Mr. Maris shaking hands with his predecessor in office.

"Paul Maris' father was superintendent of Oscar Minor's fine stock farm for several years, and while such acquired and built a very fine shorthorn herd for the late Morrow county merchant and livestock grower," Mr. Crawford relates.

"Paul, with other members of the family, attended the Heppner schools along about the time that Hep Black-

man, Doc Matlock and some others were letting their pants down to their shoestrings. Prof. W. C. Howard was the big boss on top of the hill and many grandmothers now were sweet young things thinking mainly of the weekly Saturday night dance at the Garrigues' opera house.

"Well, it seems that Mr. Maris has profited by his training of early days at the Oregon Agricultural college for he seems to be stepping lively in this day of New Dealing, farm regimentation and C. I. O. strikes. . . . Anyway, he has come a long way from the Heppner hills to the Trinity river bottoms of Texas, having taken many detours, I understand by a close scrutiny of the Gazette columns—now and then.

"I haven't seen Mr. Maris, but I can see from the picture there is a strong family resemblance.

"I neglected to mention at the time Mr. Maris, Sr., was running the Minor ranch I was chief printer on the Heppner Times under the direction of the late E. M. Shutt. . . . If you see any old timers around Heppner who still have a kindly feeling toward me, just give them my regards."

Monday. Rev. Crawford assisted with the games and Mrs. Chas. Steward with refreshments. A very pleasant afternoon was spent.

Mr. Sparks was operated on for foot trouble at the Heppner hospital last week and is recovering nicely.

Jim Burnside was in town Tuesday from the farm near Hardman. He reported Mrs. Burnside just recovering from a severe attack of food poisoning.

Miss Stella Jamieson and Mrs. R. C. Banister have gone to Weston to attend the Umatilla county pioneers reunion being held there tomorrow and Saturday.

Misses Erma and Evelyn Schultz came up from Portland to visit over the Decoration day holidays with their parents, Mr. and Mrs. H. A. Schultz.

Mr. and Mrs. John Bergstrom were in the city yesterday afternoon from the Eight Mile farm. They reported a light shower there in the morning.

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| 1928 Chevrolet Coupe | 1932 GMC Truck |
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| 1936 Dodge 4-Door Sedan | 1933 Dodge Truck |
| 1929 Studebaker 4-Door Sedan | 1936 1 1/2 Ton Panel Truck |
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Miss Cradick to Wed Mayor Carson June 19

Miss Myrtle Cradick, daughter of Mrs. Minnie B. Furlong of this city, this week announced plans for her wedding to Mayor Joseph K. Carson of Portland on June 19. The ceremony will be held in the White Temple, Miss Cradick said on her return to Portland from San Francisco as a member of Governor Martin's cavalcade to the Golden Gate bridge fiesta.

Named for honorary places in the ceremony are the mayor's sister, Mrs. Elwyn Van de Walker (Alice Carson), matron of honor; the bride-elect's sister, Miss Ethel Cradick, maid of honor, and for bridesmaids, Miss Mavis Melvin and Miss Kathleen Furlong of Heppner. Mr. James Carson will be his brother's best man, and ushers will be Messrs. Lester W. Humphreys, Lawrence Smyth and Louis D. Manciet.

The Rev. William G. Everson will read the marriage service at 8:30 o'clock and the couple will receive their friends informally at the church afterward, prior to their departure on their wedding trip.

Miss Cradick's picture was shown in a recent issue of the Oregon Journal, christening the old river boat Georgiana under its new name, Lake Bonneville, for use in excursion service to Bonneville.

Two True Bills Given In Grand Jury Report

Two true bills, both secret indictments, were returned by the grand jury for the June term of circuit court, when they were excused last Thursday evening by Judge C. L. Sweek.

The June term of court is slated to open next Monday, when a new grand jury will be selected.

IRRIGON NEWS

Irrigon Gets Girls' 4-H Work Under Way

Mrs. Lucy Rodgers from Heppner, Mrs. A. C. Houghton, Mrs. Ray Lamoreaux and Mrs. W. C. Isom with a large number of girls met at the home of Mrs. Harry Smith last Wednesday afternoon and organized three 4-H club projects. Mrs. W. C. Isom was appointed leader of the first year sewing club, Mrs. Lamoreaux leader of second year sewing, and Mrs. Houghton leader of home economics.

Earl Steward from Portland visited his parents, Mr. and Mrs. Chas. Steward, a short time last week, being enroute to New York. An air letter later arrived informing them of his safe arrival.

Mrs. James Warner entertained her Sunday school class of nine boys at a party on the Arnburg lawn



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FORD "60" OWNERS REPORT 22-27 MILES PER GALLON

THE 60-horsepower Ford V-8 is writing remarkable mileage records on American roads. Private owners and fleet operators alike report averages of from 22 to 27 miles on a gallon of gasoline.

You can fill the tank of your Ford "60" and drive all day—300 to 400 miles—without stopping again for fuel. Besides costing less to run than any Ford car ever built, it sells at the lowest Ford price in years. That's double economy!

The "60" delivers V-8 smoothness and quiet at speeds up to 70 miles an hour. It is built into the same roomy body as the famous "85"—with the same modern features of comfort and dependability that make the 1937 Ford V-8 unquestionably THE QUALITY CAR IN THE LOW-PRICE FIELD.

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