

Heppner Gazette Times

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"Woodsmen, Use That Tree"

"IS IT wrong to cut Christmas trees?" "Should the Christmas tree custom be abolished in the interests of conservation?" "What a shame to waste all those Christmas trees!"

With the coming of the Christmas holiday season, these and similar questions are again submitted to the U. S. Forest service. They repeat the viewpoint of scientific foresters. "Conservation is wise use," they say. "A tree is a living, growing thing. It reaches maturity, decays, and dies. The forest is a crop, and should be harvested. Whether we use it for Christmas trees, for lumber, for newsprint pulp, or for rayon, depends upon community needs and desires."

Looking upon the forest as a crop, foresters hold that the thing to be considered is the producing power of the land. This should not be abused or destroyed. Hence, Christmas trees should be harvested properly. If growing on forest producing land, most valuable for that purpose, too many trees should not be cut from a given area. If the Christmas tree crop is properly cut, the forest is better for it. "Thinning" they call it, just like thinning a patch of garden vegetables.

Vandalism is frowned upon by these men of the forest. This includes such things as cutting trees along highways, needed for beautification; cutting tops out of trees, thus resulting in unnecessary waste; or wastefulness by cutting several

trees to get one perfect specimen. Criminal stealing of trees from the land of another is listed as not in keeping with the sacred spirit of this holiday. Cutting many more trees than the market will absorb, is plain wastefulness, and not even good business.

"Have your Christmas trees, by all means," say the foresters. "But be sure that they truly represent peace, good will, and human welfare."

Buy Main Street Lot; Will Build in Spring

The vacant lot on Main street once occupied by the Patterson & Son Drug company building was purchased this week by T. Babb from Mrs. Rebecca Patterson.

Babb, local contractor, announces intention of erecting a modern store building on the site in the spring.

Facts for Drivers

From the office of Earl W. Snell, Secretary of State.

There is something about hillcrests on a highway which makes them one of Death's favorite stopping places as he tours this nation's roads.

Drivers sometimes assume that because the highway remains perfectly straight as it goes over the hill, there is no reason to slacken speed or to keep well to the right of the center line.

But to the highway engineer, a hillcrest is not a straight stretch of road. The engineer calls a hillcrest a "vertical curve," and a moment's thought will bring home to every driver the fact that a hillcrest actually is a curve, and should be treated in the same way.

In other words, the highway on the far side of the crest is just as "blind" and just as full of potential dangers as the highway just around a sharp curve. The driver never knows when a stalled truck, a fallen tree, a haywagon or an approaching car in the wrong lane will block his path. He should drive over the hillcrest on his own side of the road and under control, just as he would drive around a curve.

Passing at a hillcrest is, of course, inexcusable. It is even more dangerous than most other traffic violations because it so often results in a head-on collision at high speed. Only the most reckless drivers will try to pass immediately below a hillcrest but many, many others habitually allow too small a margin of safety when passing as they approach a hill. They wonder why they have so many tight squeezes, and their wonderment is sometimes cut short by a fatal head-on crash.

SAFETY SONNETS



—National Safety Council

Oregon accident statistics are eloquent concerning the road hog's contribution to traffic mishaps in this state, according to figures from the office of the secretary of state. This tendency on the part of some drivers to pay too little attention to their car's position, or to trespass upon a portion of the roadway to which another driver is entitled, is reflected in the following excerpts from last year's Oregon traffic accident summary:

| | |
|---|-------|
| Number of drivers not having right-of-way | 9,763 |
| Number of drivers on wrong side of road | 3,763 |
| Number of drivers cutting in | 2,747 |

The person who deliberately takes chances in passing, drives on the wrong side of the road or straddles the yellow line is not the only offender among the road hogs. Much of the difficulty is created by persons whose minds simply are not on their driving. With their attention focused on the scenery or on some interesting day-dream, they permit their cars to wander slowly from one

lane into another, making it almost impossible for cars behind them to pass. Also in the "road-hog" class is the driver who is perpetually in a hurry. If there is a long line of cars ahead of him he tries to pass all the cars at once, making plentiful use of his horn in doing so. Not only does he expose himself to serious risk, but he deprives other drivers of a rightful chance to pass and deserves the censure which they mentally heap upon him.

Baled alfalfa hay, \$10 ton. Lotus Robison ranch, Rhea creek, 1 mile below Rugg's. 37th.

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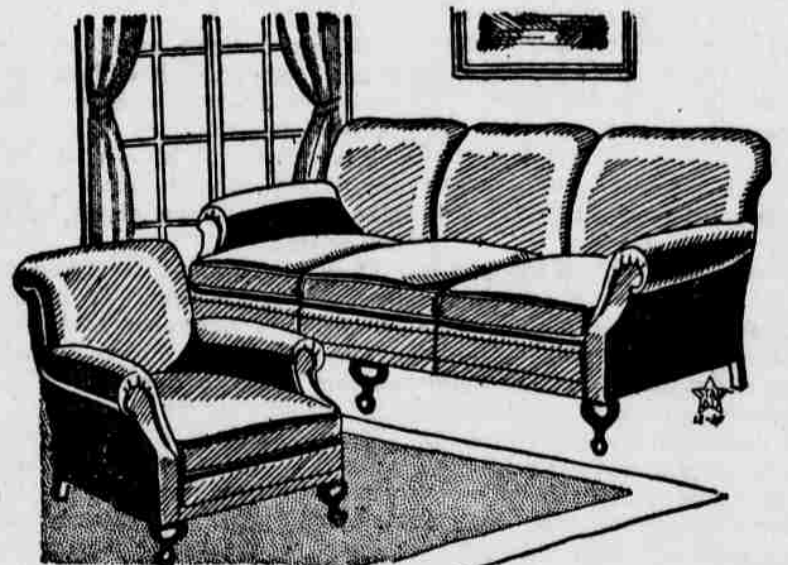
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