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Official Paper for Morrow County

Benefits from the River

CLEARER understanding of the problem of inland water ways transportation and what it means to producers in this, as well as other sections of the country, should be had by reading Garfield Crawford's story in another column. He tells us that the Pacific northwest is not alone in seeking benefits of the lower-cost transportation by water, and it is encouraging to note that a united front the country over is being organized to see the battle through.

There should be no quarrel with any transportation service that is presently giving economic service, and if the railroads suffer criticism it is the result of their short-sighted policy in the past. History has proved that where river transportation was allowed to progress, railroads serving identical territory enjoyed increased business. It is axiomatic that greater economic prosperity for any section reflects benefits in all directions.

When Horace Greeley urged young men of the east to seek their fortune in the west he was no idle dreamer. Through the pioneering stag of the west's development many eastern young men did find their fortunes. Free land of the earlier day disappeared, however, and with its disappearance, a changed picture was presented. Agricultural resources had been developed to what appeared to be their zenith, and the plentiful other resources, except gold and timber, lay largely dormant for want of a market that might encourage their processing. This picture has been faced for a number of years and the west has marked time, or so much of the west as did not enjoy large increases in population to create the situation needed to bring about more industrial development at home.

The Pacific northwest has not been among the west's favored sections in industrial development, but it is slated to come into its own. Power of Bonneville and Grand Coulee will eventually turn wheels of factories and more present latent resources will be made useful to man. Before that time, however, the industries now existing must show a profit, else encouragement may not be given to the increased settlement essential to create demand for more home industrial development.

The river development program is important now to give present large industries, and wheat raising in particular, an opportunity to compete in distant markets where they must be sold. Transportation is one of the last opportunities for curbing expense (though prices of farm machinery may still stand investigating), to enable the wheat producer to show a profit.

Who Heard It?

A CERTAIN brand of leading cigarettes is undergoing a "boycott" in Heppner due to alleged radio report by a leading news commentator that manufacturers of these cigarettes had contributed heavily to Nazi coffers. Rumor of the report has been rampant in Heppner for several days but attempt of a Gazette Times reporter to uncover its source has failed to produce anyone who had himself either heard the alleged radio report or to have himself read in any periodical a definite report either of the broadcast or of the alleged

contribution. If any person in Heppner can definitely verify truth of the rumor will he please step forward? Giving credence to a damaging rumor is bad taste unless strong supporting evidence is present. And, like as not, repetition of such a rumor, instead of being damaging as intended, will act as a boomerang only the better to advertise the product meant to be frowned upon. An old adage in the newspaper game says the surest way to advertise a competitor is to knock him. Mayhap, some smart salesman of the brand of cigarettes in question started this rumor himself.

Well, folks, since above was written one man has been found who definitely asserts he did hear the broadcast above referred to. His memory does not serve him as to the exact date he heard it, nor does he remember all the details. He said he heard the commentator finish with a challenge to the said tobacco company to sue him. His recollection also was that the commentator said the contribution was made to Bund and other organization funds for use in the United States, did not go across the waters to Germany. At best little in this man's recollection of the broadcast could be found on which to base a boycott of the company's products by anti-Nazi sympathizers. Another moral to be drawn from the whole incident is that man's memory of what he hears or sees is tricky, and that the spoken word is gone in an instant, not to be regained, while the printed record remains for future verification, or for reference at any time its message may be disputed.

WILLOWS GRANGE NEWS

By MARY LUNDELL

A special meeting of Willows grange was held last Sunday at the Cecil hall at which time several candidates were instructed in the first and second degrees preparatory to the meeting held in Boardman Wednesday, Oct. 25.

Guests of the day were Mr. and Mrs. Al Troedson and Mrs. Anna Smouse of Lexington grange, and Mr. and Mrs. Walsh of Damascus grange.

On Saturday evening, Oct. 28, a free dance sponsored by Willows grange will be given at the Cecil hall. All are invited to come.

The new hall is coming along nicely at Lone, but a larger turnout of workers will be appreciated, so come out, boys, and bring your hammers and carpenter aprons. A plan has been arranged whereby a wage may be paid to those working. If you are interested, information may be had at the building site.

The next meeting of the building committee will be held in Lone on Monday, Oct. 30, at 1:30. All members are urged to be present.

News that nearly 19,000 lives had been lost in a battle on the European fronts would horrify American citizens, yet during the first eight months of 1939, a total of 18,980 persons were killed in traffic accidents in this country, according to an announcement from the state safety division at Salem.

Gain in Oregon Farm Income for 1939 Indicated

Increased production and a somewhat higher general price level compared with 1938 will make Oregon's cash farm income for 1939 larger than last year, although not as large as in 1937, according to L. R. Breithaupt, extension agricultural economist at Oregon State college. Oregon's cash farm income in 1938 was estimated at \$104,300,000 and at \$131,400,000 in 1937.

This information is contained in the October monthly review of the agricultural situation issued by the extension service, which also contains reports on market prospects for apples, potatoes, and turkeys. Copies may be obtained free.

Despite some recession during recent weeks, the Oregon index of the general level of farm prices has moved up substantially as a result of sharp price advances in most of the principal farm products from mid-August to mid-September. The Oregon farm price index gained nine points during this period, bringing the general price level considerably above a year ago. On the whole, it seems probable that the general average of farm prices in Oregon during the full year, 1939, will be around 4 per cent above the rather low average for 1938, according to the report.

Farm costs have advanced also, but not yet as much as the advance in prices for farm products. The current exchange value of farm products generally for the things farmers must buy is given at 86 per cent of the 1926-1930 level, which represents a six-point gain during the past three months, bringing the purchasing power of farm commodities back in line with a year ago.

Looking ahead, it is pointed out that "some portion of the advance in prices for farm products from mid-August to mid-September was due to war demand speculation rather than to actual increase in domestic consumer demand," judging from the reversal that occurred since mid-September. The report states, however, that the "prospect continues favorable for further moderate gains in industrial activity in the United States."

"It would be easy, however," the report continues, "to over-emphasize the effects of the European war upon prices for farm products in this country, as the duration of the conflict is extremely uncertain and the record of the World war of 25 years ago shows that no material change occurred in the general level of farm prices in this country until after the war had been in progress for approximately two years."

WAR MAKES COMPETITION

Washington, D. C., Oct. 25—Silver fox farms, many located in Oregon and Washington, are facing competition from Europe because of the war. Some 300,000 silver fox pelts are produced annually on American fur farms and this nation is almost independent of European supplies. Cut off from their usual outlet, European furs may be dumped on the American market next spring, according to statements received by the committee for reciprocity information. This would result in a reduction in price to consumers, but too great a supply of foreign furs will make it unprofitable for the American grower to continue silver fox production. Government officials have been warned that between 500,000 and 600,000 silver fox pelts may be shipped into the United States from Canadian and European farms. The situation is described as the most critical in the 30-year history of American fur farming.

Citizens of Bend who demonstrate their ability as good, safe drivers, are being recognized by officials of the city in a safety campaign inaugurated recently. Observers are stationed at various points of the city and when an exceptionally good driver is noted, he receives a letter of congratulation from the city officials. This practice has been tried out in various cities over the nation and has proved a great stimulus to safer driving, declares Earl Snell, secretary of state.

LEADS IN TURKEY OUTPUT

Washington, D. C., Oct. 25—There are more turkeys raised in the First Congressional district of Oregon than in any other part of the United States. James W. Mott, representative from that district, has made a strong plea with the state department against lowering the tariff on turkeys from Argentina in the pending trade agreement. Mott's statement has been supplemented by the Roseburg chamber of commerce, Douglas County Taxpayers league, Oregon State Director of Agriculture J. D. Mickle, Alton Hurley of Salem and many other growers who fear an invasion of the American market. It is estimated Oregon's production, this year will be 30,000,000 pounds, a considerable proportion coming from eastern Oregon, but principally from the west side of the Cascades.

Success in Smut Control Noted

Success of wheat growers in the Pacific Northwest in cutting smut dockage to only 5 per cent from a former level of 35 to 40 per cent was recently featured in radio broadcasts sponsored by the U. S. D. A. Credit for the excellent showing was given partly to better seed treatment and improved cultural practices, but new smut resistant varieties such as Rex, Oro and Rio developed at the Moro branch experiment station were especially mentioned as contributing to smut control.

H. E. CLUB TO MEET

Lexington Home Economics club will meet all day, Nov. 2, at the home of Nellie Palmer. This meeting was moved up from Nov. 9, the date originally set.

All but eight of the fatal accidents occurring in Oregon during the month of September occurred while drivers were going straight ahead, Earl Snell, secretary of state, said in commenting on the September accident summary. Of a total of 5,157 vehicles involved in traffic accidents, 3,079 of them had accidents while going straight ahead.

KEEP YOUR EYES ON THE ROAD

"Keep your eyes on the road" is the admonition frequently given motorists and it is good advice—if not

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followed too literally, declared Earl Snell, secretary of state, in a statement on the cause of traffic accidents.

Each year there are many fatal accidents in which a contributing factor is listed as "falling asleep at the wheel," "drove off the roadway," or "failed to negotiate a turn." In many of these cases investigators have been unable to find a good reason for the accident. Speed is not always involved, no mechanical defects are found and the curves may not be sharp ones.

"A study of these cases leads to the conclusion that a form of hypnosis, induced by the driver's concentration on the road and the monotonous hum of the motor, may be the cause of many of our accidents for which there seems no obvious reason," Snell said. "On long drives, particularly when the driver is alone with no one to talk to him, he concentrates his attention on the road ahead, perhaps fixing his gaze on the center stripe. This concentration, together with the droning purr of the motor, is believed a possible cause of hypnosis since it is almost exactly the same process by which a hypnotist lulls his subject to sleep." When a driver feels his eyelids closing in spite of his attempts to keep them open, it is advisable to stop the car, get out and walk around for a minute to break the monotony, Snell says.

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