

Heppner Gazette Times

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Official Paper for Morrow County

A Busy Day

SATURDAY was a busy day for most Heppner business houses, some of them reporting the heaviest volume of business since the Christmas season. Parking space was at a premium in the business district and not a few machines were parked on back streets. This is a good indication that a little cooperation on the part of business concerns brings direct results in the way of business. It is also proof that Heppner's program of activity to win back and hold a considerable amount of lost trade territory has only begun and that more extensive cooperation will be necessary to obtain that objective. Such cooperation can be obtained without heavy cash outlay on the part of any individual, yet when all of the business houses of the town put in their small contributions and enter into the program with enthusiasm really big results can be obtained. Such a campaign may appear too aggressive to some of our business men, but none of us are in business merely for the sake of our health and if we don't go after the business our competitors will. So why not have one or two Saturdays each month as good as last Saturday?

HARDMAN NEWS

Hardman Student Makes Good Record

By HARDMAN HIGH SCHOOL.

Miss Ann McIntyre completed her work at the St. Joseph's academy in Pendleton with a most enviable record. She earned for herself the honor of being valedictorian, having led her class scholastically during the three years she attended. She took her first year work in the Heppner high school. In addition Miss McIntyre was the winner of the Swanson cup as she had always been active in student affairs. She was a member of the orchestra and the girls' glee club, and during her senior year was editor of the paper, "The Academy Sentinel" and of the annual. In the spring operetta she had been given prominent parts, both in music and dancing, but at the last was unable to take part because of illness. In art she also won a distinction, having taken first place in the recent poppy poster contest in Umatilla county's senior division.

Mrs. Catherine McIntyre and Miss Molly McIntyre went to Pendleton on Tuesday of last week to attend the commencement exercises, returning on Wednesday. Miss Rita McIntyre is also an academy student, having completed her freshman year there, also as leader of her class.

The Misses Molly and Ann plan to go to college in the fall, perhaps in Seattle.

Another family has left town for the summer. Mrs. Carl Leathers and Jeanne left on Thursday for a place near Pilot Rock where Carl has been employed for several months.

On Tuesday of last week Mr. and Mrs. A. D. Inskip and Osel returned from an eight days' visit at the home of Mr. and Mrs. Theodore Wacken in Salem. Mrs. Inskip, whose health has been bad for years, stood the trip very well. Miss Nona Inskip, who went down with them, remained for an indefinite visit with her sister.

On Saturday, Jim Stevens took his father, John Stevens, Miss Alta Stevens and Miss Lois Stevens to

Hamilton where they visited at the J. W. Stevens home until Sunday. Lois, who since last fall has been in Portland, remained at home for a longer visit.

Mrs. Clarence Carmichael of Lexington visited at the home of her brother, O. H. Leathers, on Decoration day. In the afternoon all of them went down to the Hardman cemetery where they decorated and cared for family graves.

On Thursday, Mr. and Mrs. Neal Knighten and Mrs. Lewis Knighten took Juanita and Alvin Byer back to the home in Portland. Mr. Knighten attended to business in the city, and all of them visited there and other neighboring places for several days.

A regular blitzkrieg took place last week on the road leading west from town, often referred to as Feather-Bend lane, one of the muddiest during wet weather. Coarse rock was spread on the prepared surface and this was covered with dirt. For several days traveling was rather difficult and dirty.

D. A. Emerson of the state department of education and Mrs. Lucy Rodgers met with the high school board and other interested citizens on Monday to discuss standardization of the high school. After definite costs and requirements have been determined there will be another meeting.

On Saturday Mr. and Mrs. Tom Brown, who are employed by Mrs. Catherine McIntyre, left for Ione and other places on a vacation.

A number of rodeo fans spent Sunday in Condon. Among them were Mr. and Mrs. Ted Burnside and children, Mrs. Duff McKittrick, Mrs. Ethel McDaniel, Misses Vera and Vern McDaniel, Frances Inskip, Clara Adams; also Creston and Donald Robinson, Cecil McDaniel and Forest Adams.

Roy Robinson was in from the mountain ranch on Monday, and went on to Heppner to attend to business.

Harry French returned on Monday from Portland where he had gone with a shipment of cattle.

On Thursday of last week Mrs. Catherine McIntyre and Misses Molly, Ann and Rita McIntyre went to Condon for Decoration day services, returning on Friday.

Owen Leathers has been doing some successful fishing recently. One day last week he caught the limit, among them some 15 inch specimens, and of course the largest broke the line and got away.

On Saturday Mr. and Mrs. Victor Lovgren and children of Eightmile came to town and were joined by Mr. and Mrs. Harlan Adams; then all went on to The Dalles where Victor attended to business, and all spent a pleasant day shopping and visiting.

Eldon McFerrin is on crutches as the result of an accident at the mill on Thursday. Someone called to him and he jumped, but not quite in time, although the accident could have been much worse.

Sheep on the way to the mountains continue to pass through Hardman. Early on Tuesday morning the combined bands of Floyd Adams, John Stevens and Blaine Chapel went through.

The weather for another week has

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EYESTRAIN

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Stram Optical Co.

225 So. Main St.
Pendleton, Ore.

been pleasant with a very little rain several times during the night, and low temperatures in the early mornings necessitating fires for comfort.

OBSERVE 65TH ANNIVERSARY

Mr. and Mrs. George J. Currin, for many years residents of Morrow county and now living at Gresham, observed their 65th wedding anniversary May 30. The celebration took place at their home in Gresham and was attended by all members of

Mrs. Agnes Wilcox of Heppner, who was unable to be there. Mr. Currin now near the 90-year mark, has enjoyed good health until recently, but is reported failing. Mrs. Currin is in good health and still carries on with the housework.

Mr. and Mrs. Albert Cook of Damascus, who stood up with the Currins, were at the celebration. It was also the 30th birthday anniversary of Mrs. Melvin Brugge, youngest daughter of Mr. and Mrs. Currin. Their family with the exception of

CHURCH ANNOUNCEMENT

The United Church of Lexington and Ione.

Sunday school, Lexington, Ione, 10 a. m.

Morning worship, Ione, 10 a. m. Sermon, "The Realism of Jesus."

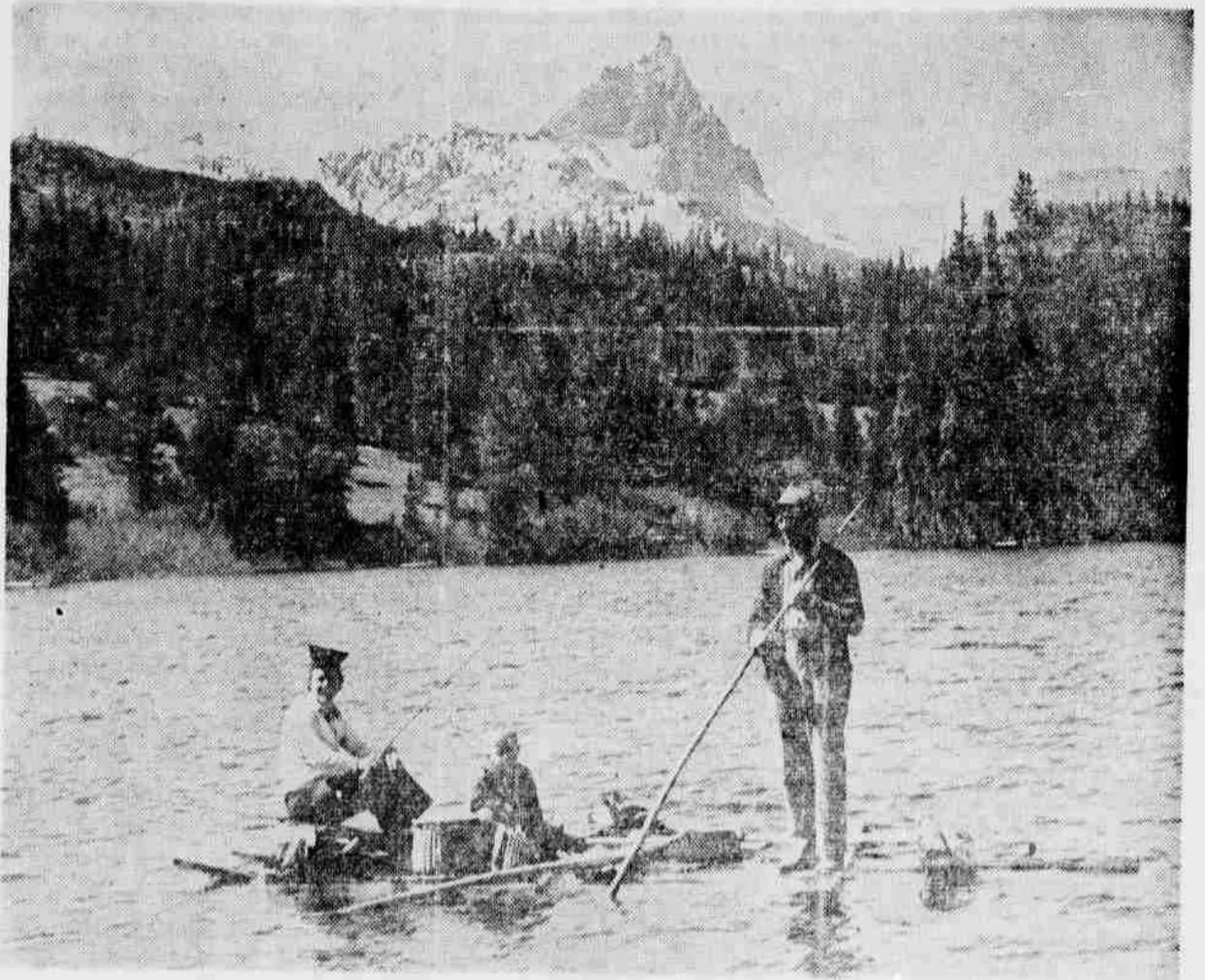
Christian Endeavor, Lexington, 7 p. m.

Evening worship, Lexington, 8.

Minister, Rev. W. Moffat Dennis. Daily vacation church school, 9 to 11. m. Monday through Friday

of this coming week, at Lexington.

1940 Motorlog: Two Santiams



Tiny lakes abound in the area crossed by the two Santiam roads. Here vacationists pilot a crude raft on a tiny lake near the summit of the Cascades.

The following article, presented in co-operation with the Oregon State Motor association, is one of a series designed to promote travel in the Pacific northwest. Today's article has been condensed from a motorlog appearing in the Sunday Oregonian May 19.

BY JALMAR JOHNSON

Assistant City Editor, The Oregonian

THIS IS a road report on the North Santiam and the South Santiam highways—newest links between the Willamette valley and central Oregon—with an excursion or two off the main road and the main subject for a dash of human interest.

It looked like rain when the motorloggers left Portland two weeks ago, and it still looked like rain when we turned east at Salem to follow the North Santiam river into and over the Cascade mountains to central Oregon. But the rain held off as we moved swiftly over hard-surfaced highway through Aumsville, Sublimity, Stayton, where we first glimpsed the North Santiam river, and on through Mill City and Gates.

Just east of Gates the oiled highway ended and we started up through the foothills over a road which in places was good and in others quite rough, narrow and crooked.

The speedometer mileage recorder read 946.4 miles when the first rough road was encountered and it stood at 963 when the rough road ended at Detroit. It had taken the better part of an hour to cover the stretch, but the rugged scenery more than made up for the caution required of the driver. The highway skirts the river, which tumbles majestically through a deep canyon, the sides of which are heavily timbered. A railroad hangs perilously on the river bank.

Some day, probably in the near future, the Gates-Detroit part of the highway will be as good as the rest of the broad, well-engineered route to the other side of the mountains. Improvement of the stretch hinges on a projected dam some six miles below Detroit.

The dam, which will be a part of the Willamette valley project for flood control and other purposes, has been authorized, but no money has been appropriated for it. When they get the money the United States army engineers will build it.

Meanwhile the highway must be relocated at a higher elevation, as the dam will flood the present route. The engineers will furnish enough money to build a road equally as good as the present one, and other agencies, the federal bureau of public roads for one, will contribute more money to construct a good, modern highway while they are at it.

The dam at first will be a low one for flood control purposes. Later it may be raised so that it can be used for power generation, and when that time comes the town of Detroit will be submerged. However, the highway will be placed high enough at the beginning so that possible heightening of the dam will not require relocation again. Surveys have been completed for the new route and some construction may be undertaken this year.

At Detroit the motorloggers made a side trip of 12 miles to M. D. Bruckman's Breitenbush hot springs resort. Mr. Bruckman was getting ready for opening of the hotel on May 28, and the more than 100 hot springs on the place were gurgling busily. The store is already open, as are the cabins. The Breitenbush road was rough in spots, due to winter wear and tear, but will receive a going over before the busy season.

From Detroit to Suttle lake, past the junction with the South Santiam highway and through the 4817-foot high Santiam pass, is 43 miles and can be covered in about as many minutes over a road which is partly oiled and elsewhere well graded and smooth. At Suttle lake we put up for the night at J. E. Rentschlar's brand-new knotty-pine lodge, which replaced the old lodge destroyed by fire last August.

Next morning we found the rain that had held off all day

before had turned to an unseasonal snow during the night and four inches of wet snow covered the ground. A projected boat ride on the lake was out of the question, but a visit to Mr. and Mrs. Curtis Green's Circle-M dude ranch on the Metolius river was only a matter of a few minutes over a good road.

Back to the Santiam highway and on east through Sisters—no snow there—and on to Redmond and Prineville, lumbering and agricultural cities much benefited by the new Santiam roads. Then to Bend for the rest of the day and that night at the Pilot Butte inn.

The South Santiam highway was the route the next day for an uneventful but scenically beautiful 200-mile drive from Bend to Portland. The snow-capped Three Sisters, Mount Washington, Three-Fingered Jack and Jefferson started the scenic parade.

The South Santiam, which branches off the North Santiam 12 miles west of Suttle lake, is completely graded, the last stretch being finished last year. It was still dust-free as a result of recent rains and only in a few spots where winter slides were being removed was a let-up of the throttle necessary. Three miles west of the junction a road turns south to Clear lake and on to the McKenzie highway.

Deep canyons, tall timber, rushing streams are attractions on the South Santiam road in the upper stretches, but soon one finds oneself in the fertile Willamette valley with prosperous farms and busy cities such as Foster, Sweet Home and Lebanon dotting the level landscape. At Albany the highway joins the Pacific highway.

The state highway department in co-operation with federal agencies has been improving the South Santiam highway since the early 1920s. At first not a great deal of money was appropriated but the last few years \$200,000 to \$300,000 a year has been spent on it. With grading finished, surfacing and oiling will be pushed.