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Official Paper for Morrow County



1940		DECEMBER							1940	
SUN	MON	TUE	WED	THU	FRI	SAT				
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We Started Something

QUITE innocently, the Gazette Times reported the considerable length of one man's residence in the county. The next week there came forward another man who had the first man's record beat, and note was made in the paper of his record. Now this week two more pioneers step forward.

E. G. Noble, veteran maker of the famous Heppner saddle, came to the community in 1872, before Morrow county was cut out of Umatilla county. Then Heppner contained one store, one blacksmith shop, one saloon, one one-room schoolhouse. He saw the "bunchgrass on the hills wave like rye fields in the breezes, and Indian trails transformed into beautiful hghways...in fact many changes."

Mrs. S. P. Devin came to the county in 1876, has lived here continuously since.

These have come forward to be recognized. There are many more who should be. It would be interesting to know just who is the oldest person now living in Morrow county who was born within its boundaries; just who has resided in the county the longest.

The passing of another pioneer, Michael Kenny, this week brings to mind that the ranks of those who broke Morrow county's sod are becoming all too thin. Mr. Kenny was among the original homesteaders, and one of the stagecoach drivers who now are scarce, indeed. Starting with a small land grant claim from the government, Mr. Kenny grew with the new west to become one of the large operators of livestock and farm lands. Honored is he with those other pioneers who builded the foundation for the county of today.

This newspaper welcomes all pioneers to step forward with their story as a contribution of historical value to those who must carry on.

Wool Growers To Tackle Problems At Lakeview Meet

Lakeview.—A considerable number of problems affecting Oregon sheep growers are scheduled for discussion at the forty-fourth annual convention of the Oregon Wool Growers association in Lakeview, December 1, 2 and 3. The program just announced by Mac Hoke, president, and Walter A. Holt, secretary, both of Pendleton, calls for committee meetings starting at 1:30 o'clock December 1, with the opening of the main convention at 10 o'clock Monday, December 2.

Six committees have been arranged in advance to handle the subjects of predatory animals, legislation and taxation, public lands grazing, general resolutions and organization, transportation and marketing, and national forest grazing. The first

North Portland Livestock Market

The Livestock Market at the Portland Union Stock Yards, North Portland, for the week ended November 23, ruled steady for strictly good lightweight steers and vealers, with other grades of cattle mostly weak to 25c lower; hogs were around 25 to 40c lower than the best time the previous week; sheep were strong, with an advance of 25c on slaughter ewes. There were 2,760 cattle, 250 calves, 4,015 hogs and 1,190 sheep sold on the open market during the week.

Monday's market opened this week with 1,240 cattle, 100 calves, 2,590 hogs and 1,375 sheep for sale on the open market.

Cattle prices Monday were mostly 25 to 50 c higher, with good beef cows and steers showing the most gain. A few loads of good fed steers sold around \$10.00 to \$10.50, with most of the short feds from \$8.75 to \$9.25. Common to medium beef heifers sold around \$6.00 to \$8.25, and one load of good heifers reached \$9.00. Canner to common cows sold from \$3.25 to \$5.00 mainly with fat dairy cows up to \$5.50. Good beef cows made \$6.50 to \$7.00. Medium to good bulls moved at \$6.25 to \$6.75, with odd heads up to \$7.00. Good to choice vealers were steady at \$10.00 to \$10.50.

Tuesday's cattle quotations were unchanged from Monday's trading. The market opened fairly active, but the closing trade ruled slow.

The Monday hog market was active and fully steady. Good to choice 170 to 215 lb. truckins cashed at \$6.25 to mostly \$6.35, with a few outstanding lots slightly above. Top carlots reached \$6.50. 230 to 270 lb. butchers sold mainly around \$5.75, with a few to \$6.00. Lightweight hogs brought \$5.50 to \$5.75, with a few to \$6.00. Packing sows were mostly \$4.00 to \$4.50, with smooth lightweights upward to \$4.75. Good to choice feeder pigs brought \$4.00 to \$4.50.

Tuesdays' hog market was active with sales usually strong to 5c higher than Monday, although the extreme top advanced 10c, one outstanding lot of truckins selling at \$6.60.

Mondays' demand was good in the sheep alleys, with fat lambs selling fully steady and slaughter ewes strong to 25s higher. Good to choice trucked in woolled lambs made \$8.50 to \$8.65, with a carload and a few lots selling up to \$8.75. ood slaughter ewes sold from \$4.00 to \$4.50, with common to medium kinds at \$2.00 to \$3.50.

The trading in the sheep alleys Tuesday was active at fully steady prices for both lambs and ewes.

The following quotations are based on prices being paid in Tuesday's trading:

CATTLE: Good grain-fed steers

session of the regular convention will open with addresses and reports by the president and secretary, and by the president of the women's auxiliary, Mrs. Ralph I. Thompson of Heppner. J. M. Jones, assistant secretary of the National Wool Growers association, Salt Lake City, will discuss "Increasing Lamb Consumption."

E. B. McNaughton, president of the First National bank of Portland and chairman of the Oregon economic council, will speak on "America's Place in a New World" during the afternoon. Other speakers will be Grover C. Hill, assistant secretary of agriculture, Washington, D. C., on "Building Western Ranges;" R. C. Rich, past president of the National Wool Growers' association, Burley, Ida., on "How to Sell More Wool;" and D. R. Phelps of San Francisco on "Meat and Romance," illustrated with motion pictures. The annual banquet will follow in the evening.

Tuesday's program, in addition to committee reports, will include talks by D. E. Richards, of the Union branch experiment station, on "What Is New in Sheep Management;" Dear William A. Schoenfeld of O.S.C. on "Land Use in Oregon;" J. H. Carkin of the Oregon public utilities commission on "Transportation Problems," and E. L. Potter, O.S.C. on "War and Its Effect on the Wool Market."

TRAFFIC SURVEY SHOWS NEED FOR REVISION OF "BASIC RULE" LAW

Oregon traffic regulations need immediate revision to provide for supplementation of the "basic rule" by simplified and reasonable numerical speeds, and authority for cities as well as the state to establish speed zones, it is declared in a survey, "The Regulation of Maximum Automobile Speed," prepared by the Portland branch of the bureau of municipal research and service of the University of Oregon.

The survey, which includes a mass of information gathered from Portland, other Oregon cities and from cities of over 100,000 in other parts of the United States, emphasizes the finding that excessive speed is the most frequent contributing cause of fatal accidents, and an important contributing cause of all types of accidents.

Oregon is today the only state in which absolute or prima facie speed limits do not apply to municipalities, and the only state which has retained "indicated" speeds in its legislation. Oregon cities do not leave authority to fix maximum limits at present.

Of 65 American and Canadian cities studied, Portland is the only one having indicated speeds, except Long

\$10.00 to \$10.50. Good grass steers and short feds \$8.50 to \$9.25. Good grain-fed heifers \$8.75 to \$9.00. Good grass heifers \$7.75 to \$8.40. Good beef cows \$6.50 to \$7.25, medium \$5.50 to \$6.25, common \$4.50 to \$5.25, canners \$3.25 to \$4.00. Bulls, medium to good \$6.00 to \$6.75, odd heads \$7, common \$5.00 to \$5.75. Vealers, good HOGS: Good to choice carlots to choice \$10.00 to \$10.50.

\$6.60; 170 to 215 lb. truckins \$6.35 to \$6.45, one lot \$6.60; 230 to 285 lb. butchers \$5.50 to \$6.00; lightweight butchers \$5.50 to \$5.75; packing sows \$4.00 to \$4.75. Feeder pigs \$4.00 to \$4.50.

SHEEP: Good to choice woolled lambs \$8.50 to \$8.75; medium to good \$7.75 to \$8.25; common \$6.75 to \$7.50. Slaughter ewes, good to choice, \$4.00 to \$4.50. Feeder lambs, good to choice \$7.50. Shorn lambs \$7.75.

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Beach, California. In Long Beach, however, prima facie limits have been interpreted similarly to indicated speed.

"In the experience of Portland enforcement officers, majority of Oregon city police and national authorities, indicated speeds are not capable of effective enforcement," the survey declares. "National traffic authorities and other states and cities have abandoned the concept of indicated speeds as an experiment that failed. Maximum speed regulations that are capable of effective enforcement are an important aid to the city or state interested in accident reduction."

Typical of the finding in the survey is a table prepared by the federal bureau of public roads. Officials probed 892 fatal accidents, and found 2524 contributing causes. Of these, excessive speed led the list with a total of 636. Excessive speed as the most important or predominating factor was listed by 17 of 26 Portland officers interviewed. Eight others listed it as very important. The same opinion was voiced by officials

from cities in all sections of Oregon.

The survey includes a copy of the uniform vehicle code, 1939 edition, prepared by the U. S. bureau of public roads. This recommends a speed limit, where no special hazards exist, of 25 miles per hour in any business district, 50 miles an hour in other locations during the daytime, and 45 miles in other locations at night.

Opinions from Burton W. Marsh, director of the safety and traffic engineering department of the American Automobile association, from Harold F. Hammond, director of the traffic division of the National Conservation bureau, and from others, are also included.

The survey makes the following definite recommendations: Use of the revisions of the uniform motor vehicle code as a guide, retention of the basic rule, substitution of numerical prima facie or absolute speeds within cities for present indicated speeds, proper authority for speed zoning on the part of the state and municipalities, and simplification of the statement of numerical speeds similar to provisions of the uniform act regulating traffic.

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