

Heppner Gazette Times

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Official Paper for Morrow County

To the Front, Again

IN the years since it first donned swaddling clothes, Eastern Oregon Wheat league has grown tremendously in proportions, both in record of accomplishments and in membership, and in choosing Heppner for its convention city this year it issues a ringing challenge to this little city to provide adequate facilities for its entertainment.

There have been expressions to the effect that the smaller towns of eastern Oregon's wheat belt are no longer adequate to entertain the large number of attendants at recent league meetings. Civic leaders of Heppner, however, denied this when they accepted the bid to entertain the 1941 conference when it was made at Pendleton last year. They said Heppner did it before, and can do it again. They were re-echoing the whole-hearted support given the sponsoring committee when the sessions were last held here.

Now the dates for the conference have been set, and Tuesday evening local committee leaders were named to look after details at this end. These men will serve efficiently, as past record proves. But they can not do it all. Every last man, woman and child, imbued with the welfare of the city, which gains a large proportion of its support from the wheat industry, must do everything in his power to help. There will be no call for merchants to make large cash contributions. They should welcome the opportunity to show their interest by attractive and appropriate window displays, however. There will also be need for every available sleeping facility in the city, and the early response by everyone to housing headquarters will be a great help.

Heppner has taken a leading interest always in the affairs of the league. It welcomes the opportunity to view the league's work firsthand, and it will maintain its good reputation in league circles as a good host. Now, with time drawing near, it's all hands to the front.

Atop the Waves

"THE navy took us over, and they brought us back." This tribute of the American soldier at the close of the last World war is but one of the many glowing tributes which the navy's high service in the preservation of the United States has received in the history of its glowing attainments.

Always the first line of defense, the navy has been faithful and successful in its purpose. And today, those greyhounds of the high seas stand more important than ever in protecting American principles of democracy and in succoring its friends overseas.

Thus, with the approach of Navy day next Tuesday, in honor of Theodore Roosevelt's, its originator's birthday, all America, more than at any previous time will wish to pay homage to the boys ashore, and to renew its determination that America's great new two-ocean navy will be properly manned and again write success across history's broad horizon in perpetuating the principle of freedom of the seas and the protection of free men everywhere.

The American sailor is the best fed, best clothed and best paid sailor on the face of the globe. He receives training superior to that given in any other navy and equal to any to be obtained anywhere, training that not only equips him to perform well for his country but which stands him in good stead when his navy service is over. This, with better machines at his com-

12,000 Miles Thru Russia

By MARVIN KLEMME

(Editor's Note—This is the first installment of an article written specially for newspapers of this section by a former chief grazer of the regional Taylor grazing district. A man known to many Morrow county people, Klemme made the tour of Russia he tells about just before outbreak of hostilities in the present European conflict.)

For the last several years Russia has been talked about a great deal but now that the country has become involved in the second European war she is spoken of more than ever. At no time in the history of Russia was it easy for a foreigner to travel about through the country, but since the Bolsheviks gained more or less control in 1918 it has become almost impossible for an outsider to get anywhere outside of two or three of the larger cities.

To most of the outside world Russia has been a great mystery. Most of the information leaving that country was confined to rumors and was likely to be either extremely favorable or extremely critical. I must say that I found neither of the extremes to be correct. I saw some deplorable conditions and I also found some bright spots.

I first entered Russia through Siberia by way of the Japanese controlled state of Manchukuo, and subsequently traveled some 12,000 miles throughout a large part of the Soviet Union. In addition to these travels through Russia proper, I covered another three or four thousand miles through the former Russian territory of Finland, Estonia, Lithuania, Latvia, Poland, and the province of Bessarabia.

My first impressions of the country as a whole, as seems to be the case of almost everyone, were very unfavorable. In passing through Siberia and much of northern Russia proper, I found the people literally sewed up in rags. I was informed that the railroad employees, miners and other industrial workers deliberately smeared oil or grease on their clothing so that they would wear longer. Later on in traveling through central and western Russia, and especially down through the Ukraine, I found the people much better dressed. Even at that, though, clothing was scarce. This was due largely to the fact that so many cattle, horses and sheep had been slaughtered during the several years' period following the revolution when armies were marching back and forth through the country. The country's livestock population is supposed to have been reduced by from 50 to 80 percent and is still 35 percent or so below pre-revolution figures. The sheep are mostly rather scrubby breeds of Asiatic strain, many of which belong to the various fat tail breeds. These sheep will not shear out more than three or four pounds of wool, which is actually more hair than wool. The country was, however, making a desperate effort to improve the quantity and quality of its livestock. I was shown importations that had been made from the United States, Australia, Denmark, Holland and Switzerland.

Horse meat is a common food throughout most of Russia—as it is in several of the other European nations. With tractors and other mechanically propelled vehicles taking the place of horses, this has resulted in great reduction in the number of these animals. The vast steppes or prairies lying east of the Don river used to be the great horse country of Russia. This is the home of the Don Cossacks, where most of the country's crack cavalry regiments came from. To my amazement I found them plowing up thousands of acres of this horse range with tractors with the idea of raising en-

ough grain to feed most of Europe. However, due to the rather limited amount of rainfall which that country customarily receives they are, in my opinion, in grave danger of creating a great "dust bowl."

mand, is the reason why America's new navy will succeed in its purpose. The great new greyhounds of the two-ocean navy are just so much iron, turrets and guns, however, without the brains and brawn to make them go, says Secretary of the Navy Knox in appealing for double the number of navy recruits that had been set up a few months before. This is the keynote of Navy day this year, and Morrow county along with Oregon, will maintain its record of top place whenever a call to service has been sounded.

Practically all of the Ukraine is rolling prairie country similar to our Prairie states. Anyone who has seen the Dakotas, Western Kansas, Nebraska and Oklahoma has seen a good reproduction of the Russian Ukraine. There is some pine timber in the sand hill section northwest of Kiev and the government is planting strips of trees, which we call "Shelterbelts" all through the country. The Ukraine suffers heavy winds, dust storms, hail storms, and the northern section customarily receives considerable snow, which drifts badly. To prevent this is one of the principal reasons for planting the "shelterbelt" strips throughout the country.

Recently our newspapers, magazines and radio commentators have been referring to the "rainy season" in the Ukraine as they would refer to Burma or the delta of the Amazon. Actually there isn't any such thing as a rainy season in the Ukraine. Just as in Kansas and Nebraska they may have an unusually wet fall or an unusually dry fall; it may rain in either September, October or November or in all of these months, however, when it does rain the roads become almost impassable. Even after a light shower during the summer time your car is apt to turn around and head back in the opposite direction.

The roads throughout most of Russia are just about what ours were throughout the middle west forty or fifty years ago. They are narrow dirt roads, usually without even a grade thrown up. They do, however, have two or three cobblestone roads leading out of Moscow, and others in the Caucasus and down around the Black sea.

One of the things that is giving the Germans a great deal of trouble in conquering the country is the Russian railway system. When the Russians started out to build railroads through their country a few generations ago, they cleverly hit upon the idea of using a wider track than is being used throughout the other European countries. This prevents the rolling equipment of other countries from being used on their tracks and since it is fairly easy to move all this rolling stock on ahead of their retreating armies, it creates grave transportation problems for the invader. The Germans and their allies are now faced with the problem of relaying all railway tracks as they advance in order to get supplies to their fighting forces.

I found food, such as it was, rather plentiful in Russia. Russia's food problem is largely one of distribution rather than of production. I was in Russia during the latter part of August—just a few days before war broke out—and was proudly advised that they now had better than a crop and a half of wheat on hand. Russia was increasing her production of pork rapidly and thousands of acres of sunflowers were being raised, from the seeds of which much of the country's supply of cooking oil comes. Certain foods, however, that we are accustomed to here in the United States were scarce, or unobtainable. Milk was very scarce, meat was not plentiful, and such things as sugar, rice, butter and spices were very difficult to get. The vegetables raised in Russia, I thought, were rather scrubby as compared with ours here in this country. Over much of the country there seemed to be little fruit raised, although a large acreage of grapes are grown along the Black sea. One of the most interesting things that I saw in the country was an apple tree that had been bred up by the Russian scientists to grow along on the ground like a watermelon vine. This tree was bred up with the idea of growing fruit far north of the Arctic Circle. The limbs are propped up during the summer months when they are bearing fruit and are allowed to lie flat on the ground during the winter months so that they will be covered with snow before the real cold weather comes and thus not winter kill.

The best medium for selling or trading is a G-T want ad.

STAFF MAN CALLED EAST

Oregon State College—Dr. E. A. Yunker, associate professor of physics, has been called to Boston by the government to take a short course in certain phases of radio work preparatory to his teaching of some special radio courses for defense purposes upon his return here. Professor Yunker has specialized in radio technique and was a graduate assistant at Stanford university when several major radio advances were developed there.

RESOLUTIONS OF RESPECT

Whereas it has pleased our Heavenly Father to summon to her Eter-

nal home our beloved sister, Melissa Marlatt, who was a faithful member for many years of Ruth Chapter No. 32, Order of Eastern Star;

Be it resolved that we bow in humble submission to the will of the Omnipotent, and extend to the bereaved family of the deceased our heartfelt sympathy. That we drape our Charter in mourning in memory of our departed sister; that a copy of these resolutions be spread upon the minutes of the Chapter, a copy sent to the family, and one to the press for publication.

Virginia Turner, Florence Hughes, J. J. Wightman, Committee.

SHIP BY TRUCK

The Dalles Freight Line, Inc.

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STANFIELD, OREGON

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Beginning at 1:30 o'clock P. M.

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- 2 Bay Mares, 4 years old
- 3 Sorrel Colts, 2 years old
- 3 Black Colts, 1 & 2 years old
- 2 Colts, 10 months old

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