

# Heppner Gazette Times

THE HEPPNER GAZETTE.  
Established March 30, 1883.  
THE HEPPNER TIMES.  
Established November 18, 1897.  
CONSOLIDATED FEBRUARY 15, 1912  
Published every Thursday morning by  
**CRAWFORD PUBLISHING COMPANY**  
and entered at the Post Office at Heppner,  
Oregon, as second-class matter.  
JASPER V. CRAWFORD, Editor

**SUBSCRIPTION RATES**

One Year	\$2.50
Two Years	4.50
Three Years	6.00
Six Months	1.25
Three Months	.65
Single Copies	.05

Official Paper for Morrow County

## Time To Stop

Oregon railroads are asking the state highway commission to designate all state highway grade crossings of main line railroad tracks in this state as particularly dangerous for the duration of the war; meaning that the commission should require all traffic to come to a complete stop before crossing.

Congestion of rail facilities and inability to maintain regular schedules due to the heavy demand for moving war materiel not only increases the crossing hazard, but affords opportunity for great loss in the war effort through any interference from highway traffic.

A case in point is cited by the railroads:

"On May 10th, at 3:20 a.m., four miles west of Rock Springs, Wyoming, Model 'A' Ford, occupied by three young men, moving from north to south with a clear view ran into the side of the twelfth car from rear end of Extra 9031 East, handling 65 cars, resulting in derailing this car and the nine following cars, which fouled westward main track in the face of passenger Train No. 7 ('The Challenger'), which was moving at approximately 60 miles per hour Engine 803 on Train No. 7 turned over and seven head cars were derailed, resulting in injuries to engineer, fireman, head brakeman, baggageman, conductor and Pullman porter on Train No. 7; also 44 passengers were slightly injured or shocked.

"Included in the ten freight cars which were wrecked were two cars handling airplane wings, which were demolished, also six cars of lumber, the total damage as a result of this wreck amounting to approximately \$100,000.00.

"This accident tied up the main line for twelve hours, resulting in delaying for ten hours four troop trains and one military supply train. Also, there were four tourist cars of soldiers being handled on rear of Train No. 7."

This is just one incident. There have been others where unexcusable collision of highway traffic with trains has interfered with a vital war effort. This incident should in itself prove to everyone that the extra minute or two it takes to stop and make sure before crossing the rail lines is not only well spent in protecting one's self, but it a real patriotic duty in avoiding in any way an accident to the war machine.

Not only should the highway commission accede to the reasonable request of the railroads, but every driver on the road should impress upon his conscience his patriotic duty to stop at all crossings.

## Let 'Em Fly

Shipbuilding tycoon Kaiser's plan for getting the ships out of the water and putting them into the air rings like the gong of American genius that has forever come to the front when the country faced an emergency.

It sounds like a big order to build real cargo airplanes for transporting armies and supplies over the globe. But Mr. Kaiser is used to big orders, and when he says it can be done we must believe him. He has done some of the biggest jobs in the world, he and his associates—the big California bay bridges, Boulder, Bonneville, Grand Coulee.

Kaiser says the present line assembly shipbuilding plants he is operating can be readily converted into



Copyright 1942, B. P. O. ELKS

the same type of factories for the big air transports; that the switch-over can be made like saying Jack Robinson, and that 5000 of this type of ship can be turned off the assembly lines the first year, if Uncle Sam will convert a number of plants now building the liberty ships.

Kaiser's plan has received popular acclaim, and it will be heeded in Washington. The big ships have already been tested and proved, but Kaiser has still bigger ships in mind than those presently made. Uncle Sam will make 'em, and what will happen to the axis when they get into service isn't even funny. It will be the death knell of Hirohito and Hitler. The resounding hum of the new factories will be the dirge of dictatorship.

What Mr. Kaiser et al need now is all the scrap metals we folks back home can dig up, along with the money which must go to purchase war bonds. Let's dig up and let the empire builders go to work.

## While Cigarettes Burn

(The Forest Log)

Studies made by the Bureau of Standards concerning the cigarette fire problem show striking facts which will be of interest to every fire warden. The bureau's statistics show that in 1937 a total of 54,000 cigarettes were lighted every second and that these cigarettes were thrown away at an average length of one and one-quarter inches and then burn 8.5 to 12 minutes. Six out of nine burn full length.

On a dried grass pad with a wind of three miles per hour, 85.3 per cent of the cigarettes ignited the grass. Average time of ignition, five minutes. On Douglas fir duff in Washington, 20 tests set 19 fires. On rotted Douglas fir wood, 10 tests set five fires, but the relative humidity was above 25 per cent which is the critical point.

The studies by the bureau further showed that cigar butts go out in 2.3 to 5.17 minutes. They do best in a high wind. In a 9 to 12 mile wind, 39.3 per cent set fires, in an average time of 2.41 minutes.

With 54,000 cigarettes thrown away every second, and 19 out of 20 of them ready for the beginning of another forest fire if they land in the woods the forester does have something to be concerned about.

## LUNDELLS WRITE

Mr. and Mrs. Norton Lundell who have been in defense work in the Los Angeles district for several months write that they are getting along nicely. Mr. Lundell is working at North American plant, and Mrs. Lundell is secretary to the die shop at National Aircraft Equipment company. Mr. Lundell says they meet many interesting people one of whom, an employee at the same plant where he is working, having been a former fat boy in "Our Gang" comedy. He also enjoyed witnessing a personal appearance and hearing Brig. Gen. James Doolittle when he visited the plant recently. They said to say hello to friends and say that they may see them about Christmas, "if we are lucky."

A G-T want ad will do wonders if you have anything to sell, trade or exchange. Results every time.

## Corporation Report Time Extended

J. W. Maloney, collector of internal revenue, announces that corporations have been granted an extension of time to September 29, 1942, within which to file capital stock tax returns for the year ended June 30, 1942.

It is not necessary to apply for this extension which is applicable to all corporations. No interest or penalties will be incurred if returns are filed and the tax paid on or before the date as extended.

Capital stock tax forms for the year ended June 30, 1942, are not yet available for distribution. The collector states that these forms will not be distributed for some time; but that they will be mailed directly to all corporations filing returns in the district of Oregon, as soon as a supply has been received from Washington, D. C.

## ADMIRE GRAIN ELEVATING

"I never saw anything like it in my days of farming," said W. T. Campbell this morning after just returning from Lexington where he saw some of the new grain being put into the elevator. "In the few minutes I stood there, some 500 bushels disappeared through the floor. There was never a kernel touched by hand, just a few levers and buttons, that's all there was to it." Mr. Campbell reported good progress on the elevator addition, and this pioneer wheatraiser of the Social ridge section was not a little envious of the new fangled methods. "In my day every bit of that wheat would have had to be manhandled in sacks and placed in piles," he opined.

## EXAMINER COMING 30TH

A traveling examiner of operators and chauffeurs from the office of the secretary of state, is scheduled to arrive in Heppner on Thursday, July 30, and will be on duty at the city hall between the hours of 10 a.m. to 4 p.m., according to recent announcement. All those wishing permits or licenses to drive cars are asked to get in touch with the examiner during these hours.

**Wasted money is wasted lives. Don't waste precious lives. Every dollar you can spare should be used to buy War Bonds. Buy your ten percent every pay day.**

## Sheriff's Semi-Annual Report, Jan. 1, 1942, to July 1, 1942

**TAX COLLECTIONS**

Collections Disbursements	
1942	\$170,267.14 \$170,267.14
1941	11,409.48 11,409.48
1940	1,939.69 1,939.69
1939	1,127.82 1,127.82
1938	1,451.55 1,451.55
1937	53.05 53.05
1936	1,396.84 1,396.84
1935-31	6,918.26 6,918.26
1930 & prior	2,469.61 2,469.61
Land sales	46,428.89 46,428.89
	\$243,462.33 \$243,462.33

**TEMPORARY AUTO PERMITS**  
\$ 121.75 \$ 121.75

**CIVIL FEES & MILEAGE**  
\$ 363.09 \$ 363.09

C. J. D. BAUMAN,  
Sheriff of Morrow County,  
Oregon.  
By NEVA S. WELLS, Deputy.

## County Clerk's Semi-Annual Report, Jan. 1, 1942, to July 1, 1942

GENERAL FUND ACCOUNT	
Jan. 1 Warrants outstanding	\$ 1,461.44
Total of 430 claims allowed by County Court	22,732.14
Warrants issued for above claims	\$24,193.58
Total warrants paid by Treasurer	21,577.46
July 1 General Fund Warrants outstanding	\$ 2,616.12
GENERAL ROAD FUND ACCOUNT	
Jan. 1 Warrants outstanding	\$ 3,819.48
Total of 319 claims allowed by County Court	32,035.59
Warrants issued for above claims	\$35,855.07
Total warrants paid by Treasurer	31,691.31
July 1 General Road Fund Warrants outstanding	\$ 4,163.76
MARKET ROAD FUND ACCOUNT	
Jan. 1 Warrants outstanding	\$ 00.00
Total of 65 claims paid by County Court	6,994.97
Warrants issued for above claims	6,994.97
Total warrants paid by Treasurer	3,633.57
July 1 Market Road Fund Warrants outstanding	\$ 3,361.40
DOG FUND ACCOUNT	
Jan. 1 Warrants outstanding	\$ 37.00
Total of 7 claims allowed by County Court	250.60
Warrants issued for above claims	\$ 287.60
Total warrants paid by Treasurer	287.60
TAYLOR GRAZING FUND	
One claim allowed by County Court	
Warrant issued for claim	\$ 231.00
Warrant paid by County Treasurer	231.00
RODENT FUND	
Jan. 1 Warrants outstanding	\$ .75
One claim allowed by County Court	750.00
Warrant issued for above claim	\$ 750.75
Total warrants paid by Treasurer	750.00
July 1 Rodent Fund Warrants outstanding	\$ .75

## FINANCIAL STATEMENT OF MORROW COUNTY, OREGON June 30, 1942 (Less county owned properties)

ASSETS		LIABILITIES	
Cash in hands of Treasurer	\$253,008.84	Assessor's 1942-43 Tax Collections	\$ 565.30
Taxes Receivable (Delinquent)	130,981.64	Warrants outstanding (General Fund)	2,616.12
		Warrants outstanding (General Roads)	4,163.76
		Warrants outstanding (Market Roads)	3,361.40
		Warrants outstanding (Miscellaneous)	.75
		Estimated Revenues (Taxes)	130,416.34
		Current Surplus (includes amounts due all funds)	242,866.81
	\$383,990.48		\$383,990.48
Outstanding Road Bonds			\$297,500.00

Respectfully submitted,  
C. W. BARLOW, County Clerk.

## County Treasurer's Semi-Annual Report, Jan. 1, 1942, to July 1, 1942

Balance on hand January 1st, 1942	\$215,352.11
RECEIVED FROM	
Taxes from Sheriff's office	\$197,033.44
Taxes, Assessor's collections	565.30
Land sales	46,428.89
Clerk's office fees	970.60
Dog licenses	540.00
Sheriff's fees and mileage	363.09
Sheriff's temporary auto permits	121.75
Interest on time deposits at bank	250.00
Realty rentals	314.50
Sales and rentals, road department	448.98
Weed control	530.20
Miscellaneous fines	424.50
State refund on motor fuel	1,024.55
Secretary of State for Motor License fund	3,515.65
Secretary of State for Fair fund	376.55
Secretary of State for liquor sales	154.06
Secretary of State for Taylor Grazing Act	228.79
Forest reserve rentals	752.50
State Elementary School fund	7,530.92
Tuition, high school from other counties	103.58
Taxes from Umatilla county (Irrigation)	1,085.43
Miscellaneous refunds	777.57
Miscellaneous items	23.57
Grand Total	\$478,916.53

DISBURSEMENTS	
General county expenses	\$ 21,577.46
General county roads	34,234.23
Market roads	3,633.57
General School fund	89.30
School district specials	100,037.84
Elementary schools	7,374.72
Non-High School District funds	3,938.88
School districts bond and interest accounts	16,238.50
City specials	12,055.23
County bonds redeemed	8,500.00
Interest on county road bonds	7,483.50
Irrigation district orders	4,872.37
Union High School reconstruction account	1,623.30
Forest fire patrol	2,970.91
Claims on Dog fund	287.60
Rodent control	750.00
Fines sent State Game Commission	6.25
Taylor Grazing Act	231.00
Official surveys	3.03
Balance on hand	\$253,008.84

LEON W. BRIGGS, Morrow County Treasurer.