

Heppner Gazette Times

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Time To Clean House

We are a people at war, a terrible war, with national security and our very civilization at stake. And in the midst of the battle, so to speak, a segment of our population representing a majority of one type of labor union, walks off the job jeopardizing a large percentage of the industrial plants turning out the sinews of war for this country and its allies.

There is no satisfactory explanation why John L. Lewis is able to defy the president and all others in authority, none except the fact that Lewis apparently had the upper hand in a political set-up which puts the president "behind the eight ball." Labor has enjoyed unprecedented advantages and privileges under the new deal and from the looks of things, Lewis in particular is seeking much greater recognition—for himself, no doubt. Evidence that the country is becoming aroused over the labor union situation is seen in editorial comment, a sample of which is taken from an exchange and reads as follows:

"Government seizure of the coal mines is the culmination of class legislation administered by class conscious political agencies. If present labor laws are not amended and henceforth administered with an eye to justice rather than social prejudice, government seizure of private activity will be neither temporary nor confined to the coal industry.

"One-sided legislation such as the Wagner act developed racketeers who, aided by politicians seeking the voting power of organized labor, threaten destruction to individual liberty and socialism of productive enterprise. No longer can the public afford to sit idly by while powerful agencies of government favor one group over another, merely because it is good political strategy to do so. We have seen the result of that kind of favoritism.

"Hiding with in the framework of our government are officials who will attempt to use the emergency to make coal a permanently socialized industry. Just such "emergencies" have led to the destruction of free societies throughout the world.

"The coal mine operators have become mere puppet managers of their own properties and the miners have lost their freedom of action. No wonder the people are rebelling against class legislation such as the Wagner act and the Guffey coal act which grant special privileges to powerful groups."

And this from a Florida newspaper way down in the deep south where the new deal is supposed to be supreme, shows what some of the people are thinking about.

"The millennium has arrived. During the past few weeks we have seen the spectacle of a low-browed labor leader, a bruiser and a rough and tumble fighter, defying the President of the United States by calling a strike during war time—and the President, instead of legally controlling this obstreperous person, actually appealed to the men under him to stop being traitors to their country during a war time emergency.

"Evidently votes speak louder than anything else and as the President has probably been slipping in the eyes of organized labor during the past year or two because he hasn't given it the whole nation, something must be done to get on its good side once more to insure a fourth term."

That is a more severe view than the writer's but we feel that a severe rebuke administered to Mr. Lewis by the administration at this time would prove that the President is more concerned about the boys out there than he is about his own political fortunes. We believe he owes this to himself and to the millions who have reposed complete confidence in him the past ten years.

Manpower Is Crying Need

More and more experienced men are needed. That is the cry of the war manpower commission, of the war industries, the transportation companies, of the farmer, and of every line of business. The cry will grow louder in succeeding weeks,

what with the war department drawing up some 300,000 men monthly and the harvest season going into high gear. It will mean that every able bodied man, woman and child will be taking a direct part in the war effort and even then there will be crops unharvested and other work left undone. It is the greatest all-out effort the world has ever experienced and none but those directly in contact with the war effort may fully realize the import of it.

One of the most important services being performed is that of transportation and of this the railroads are doing an outstanding job. Every ounce of energy and every piece of rolling stock has been diverted to the movement of men and supplies, if necessary, and at the same time civilian needs have been taken care of with only the minimum of delay.

Carrying on this burden has created increased demands for men and motive power. The Southern Pacific, through its president, A. T. Mercier, reports a current shortage of 10,000 men, and Mr. Mercier advocates importation of Mexican track workers, as well as consideration by draft boards of the railroads' need for experienced men. Southern Pacific has employed 3,000 additional women who are performing work formerly done exclusively by men and in addition, the company is now receiving an average of 4,500 man-days of work each week-end from "white collar" track crews, made up of professional and business men and students. Mercier also points out that in spite of Southern Pacific's very large purchase of engines since 1939, locomotives comprise the most important item in the list of equipment for which materials are needed.

These facts are not evident to those of us residing back and away from main line activity, but an occasional visit to the north end of the county, where two transcontinental lines are visible, makes us aware of the job the railroads are doing. Seeing the long freight trains laden with war materials and the extra length passenger trains bearing fighting men brings to our attention the necessity of cooperating with the railroads in every possible way that they may not be hindered in their herculean wartime task. One of the easiest ways to give aid is to remain at home, or if one has to go on urgent business, try first to find a mode of transportation that will not embarrass the public utility services. After all, there is a war going on and conditions are far from normal.

Stop Signs Save Lives

There is little to worry about in this part of Morrow county over the matter of grade crossings. The in-at-night-and-out-in-the-morning rail service—slow freight at that—offers little hazard to the motorist unless one deliberately drives upon the track and waits for the train to smack him. The authorities did not have branch line railroads in mind when the order was given to place stop signs at certain crossings.

Out on the main line it is a different story. Rail traffic has been speeded up where strictly munitions shipments are concerned and it is well to "stop, look and listen" when approaching a crossing. It may seem unnecessary to stop unless a train is nearby, but if there were not a certain amount of danger involved, stop signs would not be placed in selected spots.

Since the stop signs at railroad crossings have been erected, the highway department and secretary of state's office have made a survey which discloses that during the period September 1, 1942 to March 31, 1943, there were no traffic accidents at 28 of the 35 grade crossings. At the remaining seven crossings there were eight accidents, compared to 14 for the same period a year ago. None of these resulted in fatalities. It is pointed out by the secretary of state that the three grade crossing fatalities reported during the first four months of the year occurred at grade crossings other than primary or secondary highways.

These findings of the survey are cited to point out the necessity of properly signing grade crossings by showing improvement accomplished in a relatively short time. It must be remembered, however, that the signs in themselves are not a protection to the motorist. It is the heed the motorist gives the sign that counts. The railroads, the highway department, and safety councils are doing their part in protecting the motorist, but they cannot do his driving for him.

It should be remembered that a grade crossing accident is not merely local in its scope. With most rail traffic involved in handling munitions, and time a most important element, any delay as unnecessary as a grade crossing accident reflects directly upon the boys at the front, and besides, many of the freight cars carry ammunition which adds to the hazard. So, when traveling along the main line use discretion about rail crossings, or you, Mr. John Doe from the back country may figure in a national calamity.

Who can recall the days when we used to drive up to the gas pump and holler at the attendant, "Fill 'er up."

MRS. GRIFFITH LAID TO REST IN EUGENE

Funeral services for Mrs. Newt S. Griffith, whose death occurred at the family residence Wednesday night of last week, were held at 10 o'clock Saturday morning from the Christian church with the pastor, Martin B. Clark, officiating. The body was taken to Eugene for interment.

Born in Mexico City, Mo., May 21, 1874, Mrs. Griffith was just past 69 years of age at the time of her death. She came with her parents, John and Emmaline Willingham to Morrow county at the age of two years.

Survivors include the husband, Newt S. Griffith of Heppner; a son, Guy, and a daughter, Evalina McMahon, both of Eugene; a brother, Enoch (Nick) Willingham of Yakima, Wash., and one sister, Alice, in the east.

She was a member of the Christian church and the Degree of Honor lodge.

ATTENDING CONVENTION

County Supt. Mrs. Lucy E. Rodgers left Monday afternoon for Salem where she is attending the annual convention of the county superintendents' association. Mrs. C. W. McNamer drove her to Arlington to catch a train for Portland.

VISIT IN NEWBERG

Mr. and Mrs. Don Strait took advantage of the double holiday to visit relatives and friends in Newberg.

PRESSURE COOKERS

Oregon will receive 3,768 of the new victory model pressure cookers for rationing to home canners. The state USDA war board pressure cooker committee is now working out all allocations to counties.

FOR SALE—by private party, storage space for 5,000 bu. grain in Lexington new elevator. Inquire Morrow Co. Grain Growers Lexington 10-11p



You Can Eat Your Points and Have Them, Too!

Just drop in occasionally and have one of our unexcelled Steak Dinners and use the points saved to buy needed meats and fats for household use.

Elkhorn Restaurant

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