

EDITORIAL

Some Good May Come Of It

Farmers and others attending the meeting Saturday night at the court house may not have been convinced that the time was well spent. There were times when it was evident that no definite plan was in mind and in the opinion of some the meeting might as well have been called to a halt much earlier.

That may be true yet it was a good thing to get together and air grievances and get rid of some of the things that have been gripping not a few of the taxpayers for quite a spell. There is no reason for trying to cover up the fact that there was animosity, for the farmers feel they have not been getting a fair break on roads and they were there to express their feelings, which some did in an emphatic manner. There was a tendency on the part of most of those present to be fair, having made the effort to be there to see if a road program could not be worked out; to find out what is needed from a financial standpoint and how to go about raising the necessary funds.

One thing brought out in the discussions was that raising funds before the fiscal year is out is practically impossible. A proposed bond issue to be voted on at the October election was discarded when it was learned that an engineer's survey would be necessary before the bond measure could be prepared. The bond proposal may come up at the primaries when it is certain that a road funding program of some kind will be voted upon. Argument in favor of a bond issue is based upon the low rate of interest, the abundance of money available through that source and, if issued serially, may be sold in whatever amounts whenever needed.

As to the amount needed, it is expected that approximately \$80,000 a year for five years will again put the roads in good condition. That means that some of the graveled roads will be oiled and that other sections of roads not now graveled but carrying heavy traffic will receive gravel and oil. Proposals were made that all roads be oiled where needed—where traffic will justify the expenditure.

The county court, naturally, had to withstand a lot of criticism. Some of it may have been just a lot of it was a matter of giving vent to feelings. If just criticism is to be offered it lies in the fact that the court, in attempting to practice economy, failed to grab all the tax money it could while everybody is able to pay. In so doing, or not doing, the road funds could not be kept abreast of the tremendous advances in costs of everything entering into the road program.

It is to be hoped that the committee named Saturday night to study the road situation will

give the matter the thoughtful consideration it deserves. Road conditions throughout the county are too serious to be treated lightly.

Speed Control Needed

It is only through an act of divine providence, a bit of lightning thinking and a highway safety post that these lines are being written. Had these aids failed it is likely that column rules would have been inverted for the Gazette Times family this week.

Sunday morning, about 11 o'clock, while rounding a curve a few rods west of Kimberley, a huge truck bore down upon our car. It was traveling at a high rate of speed and was astride the stripe. There was not three inches more than a car width between that truck and the John Day river bank, which broke off suddenly into deep water. The truck had veered from its course to miss a rock which had fallen on to the highway. It was going at such a high rate of speed that the driver could not pull it back to the right side of the road. There was nothing for the driver of the passenger car to do but try to hit that one lone post, which he did—with the expertness of a billiard player making a carom shot—not hard enough to crash but with sufficient force to bounce the car back on to the highway, barely missing the truck trailer which swerved heavily as it passed.

It is safe enough to guess what would have happened if a less alert driver had been at the wheel of the passenger car. One can well imagine that a tourist car would have plunged into the river; or would have happened had another truck been headed east at that spot in place of the lighter, fleet passenger car. There would not have been room for two trucks to pass. The road at that point is narrow enough with vehicles staying well on their respective sides.

The driver of the truck did not stop to see if he had caused an accident. The last heard of him was the roar of the motor as he "gunned" it to get away from that spot just as fast as he could. Inquiry revealed the name of the truck line and it will not be difficult to learn the driver's identity. Such occurrences cannot be passed off lightly. We escaped, but if that type of truck driving is permitted to continue, the time is not far distant when a sad story will burst upon the news.

Sunday's near accident was the second witnessed by the writer within the last month. While returning from the Oregon coast July 19 with a group of newspapermen, a large truck and trailer pulled out of the road just ahead of our car to pass a car drawing a house trailer. As the truck got well into the left lane a pass-

enger car came into sight so close up that it was impossible for the truck to regain the right side of the road. The oncoming car was forced to come to a skidding stop and take to the gutter, which, fortunately, was neither deep or rough. But the big truck rolled on down the road with the oil smoke pouring out of the exhaust pipe something akin to a locomotive dragging a heavy load upgrade. The driver's one concern was to reach his destination as quickly as possible.

It has always been a delight to make an occasional trip through the John Day valley. It is one of the sections many more people should visit. But the John Day highway is dangerous in many spots and requires careful driving. It will require business of importance to get the writer and his family to travel that way, soon, at least, and we cannot feel safe in directing friends to take that route unless something is done to throttle down those trucks to a safe speed—safe for the other fellow, we mean.

30 YEARS AGO

From Heppner Gazette Times Aug. 16, 1917

Mrs. E. G. Noble, in company with Mr. Noble, was riding on the upper Willow creek road near the Minor ranch when they saw a coyote about 75 yards away. She took deliberate aim with the .22 special and brought down Mr. Coyote.

Morrow county draft board reports 52 men pass satisfactory physical examinations; 26 have filed claims for exemption; 19 found physically unfit and four were aliens.

Loyal Parker and Arthur Schriever, of Lexington left last week for Portland where they expect to join the navy.

Announcement has been received of the marriage in Seattle on July 20 of Miss Olive Sutton of Portland and Maurice E. Smead, former Heppner resident.

James McNamee, formerly clerk at the Palace hotel in this city but more recently of La Grande, is leaving soon for France. He is a relative of Dennis and John McNamee of Heppner.

H. V. Gates, president of Heppner Light & Water Co., is in Heppner on business. Mr.

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POLITICAL REHEARSALS

As always happens—and true to the ancient form of the political game, the first congressman back from Washington for a five-months vacation (or is the vacation in Washington?) starts telling the home folks of the big things he is going to do at the next session of congress—when they are trying to find out what he did at the last session. If this sounds true go over to the library and look over previous summer editions of your favorite newspaper for fence-building interviews. You'll get a laugh. Voters will not be able to find where their congressmen and legislators stand until the "voice vote" and the "standing vote" is abolished and an open record made of every vote taken.

Senator Wayne Morse says the Taft-Hartley labor act is bringing about "hooley" labor contracts. Senator Guy Cordon lauds the labor act, says congress as a whole did a good job. Cordon says it is too early to discuss whether he will be a candidate to succeed himself. Rumors started immediately after the appointment of Cordon by Governor Snell, to succeed the late Senator Charles L. McNary, that there was a "deal" between the two wherein Cordon would "clear the way for Snell's senatorial campaign in 1948."

This week Governor Snell disavowed any plan to be a candidate for the United States senate in 1948. "I have stated emphatically before that no such 'deal' exists and that neither Cordon nor I are in the habit of making such 'deals,'" said the governor. "I think it would be a great loss to the state if Cordon were to decline to offer his services for another term in the senate."

Senator Robert A. Taft is scheduled to address the annual Oregon Republican convention in Gearhart, September 26 and a reception has been planned for the Ohio republican in Portland September 28.

Senator Lew Wallace, democratic opponent of Governor Snell in 1942, says he expects to complete petitions shortly for a referendum bill directing the state board of control to acquire Camp White army hospital at Medford for a state mental hospital. The bill was passed by the legislature this year and vetoed by Governor Snell.

Commenting on recent criticism of the business methods of the state liquor control commissioners Governor Snell said Monday, "I am not going to play straw boss to the liquor control commissioners. I appointed to the commission men of character and integrity, men of proven business ability and judgment. The state is fortunate to have the benefit of their services. It is entitled to credit for its success in reducing inventories at no financial loss to the state."

STATE FAIR GREATEST YET
The management decided this week to present both a horse show and rodeo at the Oregon state fair which opens for one week commencing Labor Day, September 1. The combination show in the big stadium will be just like it was last year except entries will not be limited to Oregon owned horses. Several strings from Washington, Idaho, British Columbia and California have been entered. There will be running and harness races, musical revue and five blocks of sparkling midway. Among other treats this year's mechanical exhibition will be the largest ever assembled in the northwest. All commercial exhibition space was sold out a week ago. Emergency buildings are going up. They're coming in tents. There is only one way to say it—the 1947 state fair will be the biggest and best in history.

STATE TAX LEVY
A state tax levy totaling \$42,168,705.98, requiring no ad valorem property tax for state purposes, was filed Monday by the state tax commission. Of this

\$38,979,585.98 is required for state government for the fiscal year ending June 30, 1948 and includes appropriations by legislatures and by the vote of the people. Requirements outside the six per cent limitation are \$19,056,710.36, including basic school fund, higher education levy, and World War II veterans' aid and education funds.

RACING MONEY
The state's take on pari-mutuel wagering at race tracks—the dogs and the ponies—amounts to \$465,370 so far this year, the largest in history and \$200,000 more than receipts from a similar period last year. Of the total the general fund gets \$100,470, county fairs and other exhibitions receive \$364,900. Each county fair gets \$7225.00.

Mr. and Mrs. Everett Smith are here this week preparing to move their household effects to Baker where Mr. Smith will teach the coming year.

Word has been received that Mrs. Viola Gabler, until recently a resident of Heppner, is very ill at a hospital in The Dalles. She moved to Portland a few months ago and was taken to the hospital from there.

The labor situation in connection with the grain harvest is well in hand, with no serious shortage appearing in any district.

Heppner City Council meets first Monday each month. Citizens having matters for discussion, please bring before the Council.

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PENDLETON MUSIC HOUSE

It is with pleasure that I announce to the women of Morrow county that I have secured the services of Hazel Green, who is a licensed beauty operator with years of experience.

Mrs. Green will be glad to take evening appointments. Our air-conditioned shop offers comfort and relaxation while drying your hair.

Open six days a week.

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Heppner City Council
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Citizens having matters for discussion, please bring before the Council

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Attention All Morrow County Farmers And Citizens:

Have you started to prepare your exhibits for the Morrow County Fair, September 5 & 6?

Now is the time to get exhibits collected and prepared.

Premiums offered for Beef, Dairy, Sheep, Hogs, Poultry, Saddle Horse, Grain and Hay, Fruits, Vegetables, and Flowers, Community Booths, Food Preservation, Baking and Sewing, 4-H Club work and Future Farmers of America projects.

Watch for the premium list that will be mailed this week. Check the list--and exhibit.

Morrow County Fair September 5th & 6th, 1947