

# EDITORIAL . . . . .

**Member**  
**OREGON NEWS PAPER**  
**PUBLISHERS ASSOCIATION**

**NATIONAL EDITORIAL**  
**ASSOCIATION**  
**1948**  
**Active Member**

## Some Action Might Help

There is an old axiom that "you never know what you can do until you try." It is quite possible that this axiom could well be put into action in regard to the lack of passenger service between Heppner and outside points. That lack is beginning to have repercussions that place Heppner and the branch in an embarrassing position.

It is not enough that we lack the accommodation. It is beginning to place us in a position of isolation—and we are not isolationists by choice. Unfortunately, we are strictly on a branch line basis, both rail and highway. Such public transportation as serves us is on an in-and-out schedule—there is no through route established by which a bus schedule might be set up to cover a larger area or run from one main line point to another.

In times past, ambitious bus operators have attempted to establish runs from Arlington to Pendleton via Heppner. They were short lived because they were not practical. The logical route seems to be between Heppner and Arlington, inasmuch as persons wishing to catch a train or a bus find it convenient to do so at that point and with three towns on the branch from which to draw business there is a stronger inclination for prospective bus operators to choose that schedule.

Several months have elapsed since the franchise holder on the branch discontinued the service. Some talk has been indulged in but nothing effective has really been attempted. In the meantime, people unaware of the lack of public conveyance up the branch are daily confronted with the problem of getting in and out of here, trusting mostly to the generosity of friends to provide them with private transportation. That is a method that wears thin after a few round trips donated by the friends.

The railroad company, holder of the mail contract and from the main line, has a moral obligation to restore or provide some type of public transportation. There was some sort of promise by the company regarding restoration of the former six-day service at the time the shippers on the branch peaceably agreed to the company's request for a cut in the service due to wartime necessity. Perhaps the company would lend a sympathetic ear were the chamber of commerce and the citizens at large to make a request for some type of passenger service. There are still a good many people who do not own or drive cars—who are almost solely dependent upon public transportation service. There are others who often do not care to drive their cars to the city and who would patronize a bus or train out of here that provided good connections with bus and train schedules. We won't know what can be done until we try and it is a safe bet that nothing will be done unless we go into action.

What this country needs is more people raising beans and fewer people spilling them.

## Flood Control Begins in the Uplands

Flood control is in the news again, as a result of the high water which destroyed the war-built temporary city of Vanport, Oregon, and did extensive damage throughout the Pacific Northwest.

The most vocal school of flood control advocates is demanding that the government construct huge and enormously costly dams to catch the water. These dams, they go on, could be paid for, in part at least, by the generation and sale of electricity. They thus totally disregard the fact that a dam can store flood waters only if it is empty to begin with—while a dam which is to produce power must be filled with water at all times, and so is next to useless as an emergency reservoir. Bonneville dam, on the flooding Columbia, is an example of that. It was producing its limit of power, and had no space for storing the flood waters.

That being the case, what can be done to reduce the damage done by periodic floods? One school of experts, who are honestly interested in flood control rather than in schemes for carrying on the socialization of our electric power resources by indirection, has come up with an answer. In a letter to the Portland Oregonian, William Voigt Jr., of the Isaac Walton League, points out that much flood damage, and the floods themselves, result from over-grazing and other improper use of agricultural land. He writes, "Flood control must begin in the uplands. The second step is in relatively small tributary flood control structures. Main stream dams should be considered only as a third and final resort." Commenting editorially on this, the Oregonian says, "In more ways than one the problem of flood control seems to assert itself in the management, or mismanagement, of the land. Flood control may, indeed, begin in the uplands, with dams only as a final resort."

This theory, which has a world of practical evidence to support it, was in large part the subject of the vitally important conference on land-use recently held in Omaha. Speaker after speaker, all authorities in various fields, dealt with what must be done to protect our agricultural and timber lands. The solution does not lie in dumping it all in the lap of the government, the government, of course, will help. Nor does it lie in spending billions for high dams of very dubious value. It lies, instead, in educational work, and the voluntary adoption by farmers and all others concerned, of land utilization practices which will guard the soil. That, coupled with dams on the tributary streams which will help control the flow of water into the mainstreams, is the answer. It may not please those who want to use flood control as an excuse for socializing the power industry and making the Federal government master of us all. But it will do the job.

Two Indians were discussing the sad state of world peace. One remarked: "The way I see it, when the nation smoked the pipe of peace in 1918, nobody inhaled!"

## A SHORTAGE OF BUILDING MATERIAL!



Mr. and Mrs. Lester Ingram of Nampa, Idaho, passed through Heppner Friday en route to Kinzua. They are on a vacation trip, part of which will be spent at the mill town. Lester is with the postal service. He and Mrs. Ingram were sorry they did not get to meet all their old-time friends and asked to be remembered to them through the columns of the Gazette Times.

Most everybody seems to think that the Republicans must nominate some sort of a superman for the presidency. No such restriction is placed on the big party where an ex-haberdasher and Pendergast political henchman seems to be plenty good enough. Come to think of it, maybe it will take a superman to clean up the mess made by the Democrats.—Lawrence (Kans.) Outlook.

So the best Mr. Truman can offer is the same pink bundle, wrapped up in the identical pink strings. Bigger and better promises for all guys and gals suffering from our national Gimmies, with nary a word about it being the taxpayers' money he plans to hand back to the taxpayers themselves!—Collinsville (Conn.) Farmington Valley Herald.

His criticism of the aluminum cuspidors in the building and of the landscaping of the grounds was expressed with southern emphasis.

STATE EMPLOYEES DISMISSED  
More than 130 of the 660 employees of the state unemployment commission are being dismissed because of curtailment of federal funds by congress. The budget for the last half of 1948 was cut \$205,000.

WOULD BAN FIXED GEAR  
An initiative measure to prohibit salmon fishing in the Columbia river with fixed gear was filed with the state department of elections Thursday, the last day for filing petitions for the November ballot. The measure had 22,000 signatures, or 3,000 more than necessary.

FIRST "HIGHWAY POSTOFFICE"  
Oregon is to have the first "highway postoffice" in the north. It will serve several towns from Portland to Corvallis beginning August 1 and will be operated on the same basis as a regular mail car, manned by postal clerks who will perform distribution en route. The truck will be named after some early pony expressman or pioneer who was prominent in the area it serves. In Polk county it will go thru Dallas, Monmouth and Independence.

CHANGES IN CAPITOL PROFFERED  
Francis Keally who designed Oregon's capitol, but who had never seen the finished building until last week, has several pertinent suggestions for bettering the structure architecturally. He

TAX REPEAL ON BALLOT  
The 1947 legislature increased income taxes by lowering exemptions, provided the sales tax is defeated. The people defeated the sales tax and are paying on more of their income. The voters, however, will get a chance next November to decide whether they want the boost to remain. The state federation of labor and the Oregon Farmers Union filed completed initiative petitions this week to put a tax repeal measure on the general election ballot. They have 26,000 signatures or 7000 more than necessary to place the act on the ballot.

GOVERNOR HALL TALKS POLITICS  
Chock-full of politic whimsy Governor John Hall returned to the capital Friday after a four-weeks eastern trip. Everyone back east agrees that Oregon's primary elections was the deciding factor in Dewey's capture of the nomination," he said.

Learning the Ropes  
Today, the basic training course for soldiers in the Infantry is not complete without instruction in knot-tying and the use of the block and tackle. Here a small group of U. S. Army trainees is learning how to master the science which will allow them to perform Herculean tasks with the greatest of ease. Four war-tested Infantry divisions in the United States are now schooling men to be well-trained soldier-specialists.

FARMERS! TRUCKERS! LOGGERS!  
HEPPNER MOTORS at North Main Street will grant you a two cent per gallon gas discount on all commercial trucks from this date forward. Terms: 30 days.

Large stockpile of nearly all sizes of WARD'S RIVERSIDE truck and car tires now on hand at reasonable prices. Check our prices with all others before buying!  
HEPPNER MOTORS for KAISER-FRASER automobiles and TEXACO products.

## PROFESSIONAL DIRECTORY

- J. O. PETERSON**  
Latest Jewelry and Gift Goods  
Watches, Clocks, Diamonds  
Expert Watch & Jewelry  
Repairing  
Heppner, Oregon
- JOS. J. NYS**  
ATTORNEY AT LAW  
Peters Building, Willow Street  
Heppner, Oregon
- J. O. TURNER**  
ATTORNEY AT LAW  
Phone 173  
Hotel Heppner Building  
Heppner, Oregon
- P. W. MAHONEY**  
ATTORNEY AT LAW  
General Insurance  
Heppner Hotel Building  
Willow Street Entrance
- Jack A. Woodhall**  
Doctor of Dental Medicine  
Office First Floor Bank Bldg.  
Phone 2342 Heppner
- Dr. L. D. Tibbles**  
OSTEOPATHIC  
Physician & Surgeon  
First National Bank Building  
Res. Ph. 1162 Office Ph. 498
- A. D. McMurdo, M.D.**  
PHYSICIAN & SURGEON  
Trained Nurse Assistant  
Office in Masonic Building  
Heppner, Oregon
- Dr. C. C. Dunham**  
CHIROPRACTIC PHYSICIAN  
Office No. 4 Center St.  
House calls made  
Home Phone 2583 Office 2572
- C. A. RUGGLES—Representing**  
**Blaine E. Isom**  
Insurance Agency  
Phone 723 Heppner, Ore
- DR. J. D. PALMER**  
DENTIST  
Office upstairs Rooms 11-12  
First National Bank Bldg.  
Phones: Office 783, Home 832  
Heppner, Oregon
- F. B. Nickerson**  
INSURANCE — REAL ESTATE  
Mortgages and Loans  
Phone 12

## 30 YEARS AGO

From Heppner Gazette Times July 11, 1918

Heppner's second fire within a month caused a loss to exceed \$200,000. Fire was discovered about 4 p.m. July 4 breaking through the roof of the Patterson & Elder barber shop. A strong wind fanned the flames into the Pearson tailor shop and through open windows into the Palace hotel. Soon they burst through the south side of the hotel and jumped across the street, taking everything in their path on both sides of Main street up through the wood yard of the Heppner Light and Water Co. The fire spread through the May street block and for a time it appeared everything in the south end of town would be wiped out. With the exception of the McMurdo home all else between May and August streets was burned.

A miniature flood passed thru Heppner Tuesday afternoon which lasted some 30 or 40 minutes. The storm gathered about 3 p.m. and seemed to center right about town, and the main portion of the rainfall was on either side of Stansbury canyon and extended from about a mile and a half south of town across the hills into Blackhorse.

A son was born to Mr. and Mrs. Harry Munkers of Lexington on Wednesday, July 3.

Mr. and Mrs. Ora Adkins announce the birth of a 12 and one-half pound daughter born in Heppner on Monday, July 8.

C. W. Keeney of Monument and Miss Ella Davidson of Morrow county were united in marriage in Heppner on July 4.

Miss Lucile Elder departed Saturday for the home of her parents, Mr. and Mrs. Frank Elder, who reside at Ritter. She was accompanied by Miss Melba Griffith.

Ed Adkins and family and P. A. Anderson and wife arrived home Sunday after attending auto races in Tacoma on the 4th.

Dr. H. T. Allison departed for Camp Lewis Friday. Mrs. Allison will reside in Portland during the doctor's term of service in the army.

## Summer Comfort . . . . .

NEW BLOUSES TO ENHANCE YOUR SUMMER SUIT

Dainty . . . Cool . . . Crispy

Nylon Blouses and Neckwear, \$5.95 to \$8.95

Crepe Blouses \$4.95 to \$8.95

Introducing

HOLLYWOOD YOUTH GIRDLES

Nylon Panty Girdle, \$7.50 to \$11.50

and

FORMFIT CREATIONS

Girdles \$4.00 . . . Garter Belts \$1.50 to \$3.00

Life Bras in Nylon \$2.50

Panty Girdles in Nylon \$5.00

## Norah's Shop



Today, the basic training course for soldiers in the Infantry is not complete without instruction in knot-tying and the use of the block and tackle. Here a small group of U. S. Army trainees is learning how to master the science which will allow them to perform Herculean tasks with the greatest of ease. Four war-tested Infantry divisions in the United States are now schooling men to be well-trained soldier-specialists.

### HEPPNER GAZETTE TIMES

The Heppner Gazette, established March 30, 1883. The Heppner Times, established November 18, 1897. Consolidated Feb. 15, 1912.

Published every Thursday and entered at the Post Office at Heppner, Oregon, as second class matter.

Subscription price, \$2.50 a year; single copies, 10c.

O. G. CRAWFORD  
Publisher and Editor

I Am Dealer for

### DISSTON POWER SAWS

Saws and parts and Magnesium Wedges in stock

Simpson Grocery  
Spray, Oregon

### Your Sunday Dinner Problem Is Solved

Drive down to the Victory Cafe at Ione and eat a wholesome

### CHICKEN DINNER

or your choice from the menu.

Good Food Courteous Service

You are always welcome at the

### AIR CONDITIONED Victory Cafe

Roy and Betty Lieuallen Ione, Oregon

## OREGON'S APPROVED MEDICAL AND HOSPITAL PLANS NOW AVAILABLE FOR INDIVIDUALS and their FAMILIES

Protection—peace of mind—assurance of adequate care in time of need; all are available through 2 new plans of prepaid medical and hospital coverage offered at modest cost by Oregon Physicians' Service.

**Oregon State Medical Society Endorses New Plans**

The coverage now offered is backed by the experience and professional responsibility of the Oregon State Medical Society — more than 90% of whose membership belongs to O.P.S. Already some 70,000 Oregonians have protection through O.P.S. group employ contracts. Now O.P.S. service is extended to an individual and family basis for hundreds of thousands of additional Oregonians.

For literature and application blank send coupon to your nearest O.P.S. office.

Note: O.P.S. group coverage is still available. If you and fellow employees wish the savings that are possible under a group policy we will furnish information gladly.

## OREGON PHYSICIANS' SERVICE

1814 S. W. 4th Ave., Portland 4 455 Ferry Street, Salem 223 Medford Bldg., Medford

OREGON PHYSICIANS' SERVICE  
Please mail literature and application blank.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

Mail to O.P.S. at Portland, Salem or Medford. M