

EDITORIAL

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A Bumper Crop

Combines have taken to the fields in several sections of the county to harvest what is expected to be a bumper crop. From the looks of the fields wherever one may go, it will undoubtedly be the greatest crop in the history of wheatraising in Morrow county. All that is asked is a fair break from the weather man to get the harvesting done.

There may be a difference of opinion concerning the total yield, and it could not be expected that perfect growing conditions would prevail over all of the wheat growing districts, but most growers are agreed that the 1948 season stands more than a fair chance to surpass all previous records.

The fact that one of the wettest seasons on record has been experienced since seeding time in 1947 must be included in any calculations governing the 1948 crop. A total precipitation of 26.73 inches since July 9, 1947, with 16.98 inches of that amount falling since January 1, 1948 is not to be overlooked in sizing up the crops. Perfect growing conditions can not be claimed in any region and yet, while the season has been backward the grain crops have been doing all right by themselves. It is true the season has been a little tough on the row crop farmer, necessitating reseeding of some of his crops, but in the main the unusual precipitation has greatly benefitted agriculture.

Prior to this year, 1943 is credited with being the county's greatest agriculture year. It may still hold the record in the over-all picture, but present prospects are bright for making this the outstanding wheat production season.

Highway Fatalities Less

Deaths resulting from highway accidents the first half of 1948 were eleven per cent less in Oregon than the same period in 1947, records compiled in the secretary of state's office reveal. The toll for the current year, up to July 1, was 186, of which 42 fatalities were recorded in the month of June. For the same period last year 208 deaths were recorded. To make the record for this year more impressive, it is pointed out that registrations have increased ten per cent and mileage about seven per cent.

This decrease may be credited in part to a sobering up after the first months of freedom from wartime restrictions, such as thirty-five-miles-per-hour speed and the rationed gas supply. There was a general outpouring on to the highways and many drivers appeared to labor under the impression that the old bus wasn't in motion unless the throttle was down to the floor boards. Now that the survivors have discovered that the gas supply will last and that there is plenty of time to go places and see things they are driving with a little more consideration for those riding with them and for the cars sharing the road with them.

As usual, the rural areas get the credit for the lion's share of the fatalities. The open road inspires greater speed and greater risks, resulting in a high percentage of fatalities occurring on

streches between towns and cities rather than within the urban areas.

The improvement caused Secretary of State Earl Newby to remark that "this decrease in deaths in the face of increasing danger, represented by more cars and greater travel mileage, is convincing evidence that it can be done. Every driver and pedestrian has the cure for traffic accidents within himself—by thinking and acting safely all the time."

Liquor By The Glass?

Oregon voters will have an opportunity to express their views on the liquor question this fall when an initiative measure will be on the ballot calling for selling liquor by the drink. Passage of the bill would nullify the Knox law, or at least remove most of the authority vested in the liquor control commission and doubtless head the state into another period of prohibition debate.

An effort to repeal the Knox law in 1940 was rebuffed by the people by a better than three-to-one vote. The law had been in effect a comparatively brief time—about six years—and while it is not perfect, it is the best step towards control yet devised in the state and the heavy vote in its favor indicated that no change was desired. Since 1940 there has been an increase in population, a growth coming from many states where sales by the drink are in effect, and the tendency of this new vote will not be known until there has been an expression at the polls.

Proponents of the bill are making a somewhat exaggerated point of the fact that out of state tourists are inclined to pass up Oregon because they are denied the privilege of purchasing liquor by the drink; or, looking at it another way, the state would gain in tourist business if this privilege were granted. It is doubtful if this argument would hold with a large percentage of the out-of-state visitors. The accepted opinion is that they come to Oregon because this state has boundless scenic attractions. It is doubtful if any tourists skirt around Oregon because they cannot stop up to a bar and order a drink of whiskey or other alcoholic stimulant. And if that were the main attraction, why would it be necessary for them to leave home in the first place and drive hundreds of miles to reach our state?

The answer to the tourist problem does not lie in the question of liquor by the drink. It lies in a more concerted effort to provide facilities for entertainment of the guests within our borders—facilities for the class that can pay a good price, and by all means facilities for those of modest means.

If there are those who must have their liquor, let them obtain it the way Oregonians do. There certainly is no evidence of thirst on the part of the natives and the state usually has enough to spare visitors a little with which to slake their thirst. And besides, the visitors should be clear-eyed if they wish to see what nature has provided for their delight in this grand old state of ours.

30 YEARS AGO

From Heppner Gazette Times
July 18, 1918

Born to Mr. and Mrs. Claud Adkins of Portland a six pound son on July 11.

F. C. Dollarhide was seriously injured at the rock pit on Tuesday afternoon due to a premature discharge of a blast. Mr. Dollarhide was struck in the face by flying rock.

The heaviest wind storm ever known in the lone section, as the report goes, struck there about 5:30 Monday afternoon, followed by a downpour of rain and hail that lasted more than an hour and a half. Heavy damage was done to crops and roads.

Mr. and Mrs. John F. McMillan of Lexington are the parents of a son, born at Heppner sanatorium Monday, July 9.

E. G. Sigsbee has accepted a

position as bookkeeper in the up-town office of the Heppner Milling Co. and began work Monday. The place has been held by L. W. Briggs who, because of ill health, must seek less confining employment.

J. D. French and John Brosnan arrived back today from Kansas City where they shipped several car loads of cattle which were sold at a good price.

Vic Groshens dug his safe out of the debris left after the fire and on opening same found all the papers in good shape, but wet.

James Gentry and Wilson Bayless, residents of Albina, Heppner's southern suburb, will enter the wheat raising game and take up farming on a large scale. The former has rented the Lon Markham place and the latter has taken over the Akers place from Billy Padberg.

About 122 potential attorneys who have graduated from law school took state bar examinations this week in the legislative chambers of the capitol.

HIGHWAY INSPECTION TOUR

State highway commissioners, engineers and federal roads bureau representatives left Monday on a six-day inspection tour of eastern Oregon highways. The caravan made stops at Arlington, Pendleton, Enterprise, Wallowa lake, Baker and John Day. They will spend Friday night at Prineville and return to Portland Saturday via Timberline lodge.

NEW HATCH OF LAWYERS

About 122 potential attorneys who have graduated from law school took state bar examinations this week in the legislative chambers of the capitol.

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CAPITAL PICKETED

"Immediate cash aid for every individual flood victim," was the slogan of 60 Vanport caravan demonstrators who came to the capitol last Wednesday protesting Governor Hall's refusal to hear their pleas for cash. It was a dour effort. The only heartening result is that such a potent rattle-rousing slogan fizzled so completely.

"Flood relief is a federal and not a state problem," said the governor adding, "I do not intend to call a special session of the legislature because I feel that the legislators will have the same idea that I have."

LOWER GIRLS HOME AGE LIMIT

Three state committees on child delinquency have recommended that the maximum age limit for girls committed to Hillcrest school for wayward girls be reduced from 25 to 18 years. The legislative committee, the governor's committee and the state bar committee on child delinquency have approved the recommendation that would fix the age of the inmates in the school for wayward girls between 12 and 18. Superintendent Kathryn Loizaga approved the recommendation which will be presented to the 1949 legislature.

REAL ESTATE EXAMS SET

Examinations for brokers and agents under the state law will be conducted in Salem, Medford and Portland during the next two weeks. Claude H. Murphy, state real estate commissioner, announced this week. Fifty-seven persons are scheduled to take the examinations July 19; 37 plan to take the test in Medford July 16 and 126 are planning to try for licenses in Portland July 20.

MURDER SENTENCE APPEAL LOST

Mrs. Gladys Broadhurst must serve a life sentence for the first degree murder of her husband following a ruling by the Oregon supreme court who unanimously sustained Circuit Judge J. A. Briggs of Malheur county. "The defendant had a fair trial, she was represented by able counsel, and no errors were committed against her," said Chief Justice George Rossman. The actual murder was committed by Alvin Lee Williams, a 23-year-old cow hand who was serving a life sentence for the shotgun-slaying of Dr. Broadhurst. Williams claimed Mrs. Broadhurst talked him into committing the murder.

BUS FARES UP

Thursday of this week, July 15, main line bus fares in Oregon will be hiked approximately 29 per cent following an order by John H. Carklin, public utilities commissioner. Minimum one-way fares of 15 cents, commuters tickets of ten rides for the price of seven and 40-ride tickets for students remain unchanged. The lines affected are Oregon Motor Stages, West Coast Trailways and Pacific Greyhound.

Rates are now 1 1/2 cents a mile up to 300 miles. The new rates will range from one and one-fourth cents a mile for distances over 400 miles to 2 cents a mile for trips under 50 miles.

About 75 per cent are expected to pass the test and be admitted to practice law.

The annual examinations are conducted by the board of examiners of the Oregon State Bar association.

CAPITAL ROULADE

Governors of five northwestern states will attend a meeting of American and Canadian representatives on flood control at Bonneville Ferry July 27.... Francis J. Keally, of New York, who designed the Oregon capitol has been asked to submit a tentative plan for an addition to the capitol.... Washington, D. C. grapevine has it that Senator Guy Cordon is "second choice" in a pack of ten for the appointment as secretary of the interior.... At a total cost of \$235,000 the state highway commission has given employees a boost of \$20 a month and added \$21,000 in merit increases.

SOME BITS OF WIT FROM THE "DUFFEL BAG"

(Note: The Duffel Bag is a page in the Forest Log, publication of the State Department of Forestry. Hazel Hoe (about whom we have great doubts as to gender) is the editor.)

No Foolin' June is the month for weddings and cooing. The billing follows.

Peaches on the Beaches Soon will the sun beside the ocean. Tan many human hides; The bathing season will be on. But little else besides.

Willie Sandes, Dean of the College of Raddio Knowledge is working on a new device to keep the inside of the car quiet. It fits right over her mouth.

Less Chance for Romance Judge Foxley, who wangled one of them swanky late model Chevy's last week testifies his approval:

"The seats are much wider," sez the Judge, "thus permitting married couples to sit farther apart."

Two Hips and a Hurray! "Thank goodness we live in a free country, where a man may say what he thinks . . . if he isn't afraid of his boss, his neighbors or his wife and if he's sure it won't hurt his business or his reputation."

What's In A Name? Late fashion magazine sez: "Women who wear slacks do so to show their independence."

Seems one style depesters are getting fresher by the minute. First—longer skirts; now—longer words. It's all very confuzzin'.

CARD OF THANKS We take this means of thanking the friends of the late James Arthur Stevens for the many floral tributes to his memory, and especially do we thank the American Legion for its services in our behalf.

John E. Stevens and family.

Visitors in Heppner Saturday from Hermiston were Mr. and Mrs. Ralph Johnson who came over to spend a few hours with Ralph's brother, Tom. The Hermiston man, engaged in the meat business for many years, is now employed at Ordnance. In days gone by he was one of Heppner's outstanding baseball pitchers and was no mean hand at playing halfback on local football squads, as well as at Columbia college, when the Southern Methodist school flourished at Milton.

Friday night and Saturday morning. They are back from a trip to the Yellowstone national park.

The farmers are putting up the second crop of alfalfa and picking apricots. Mrs. Ruth Umiker and children went to Aurora from the camp meeting and are spending the week with her sister, Mrs. Ben Netter and family.

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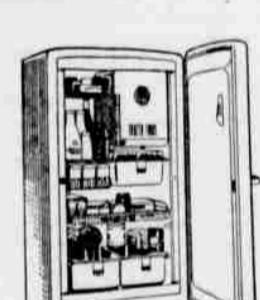
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