

EDITORIAL

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Community Spirit Should Do It

That is a heading with a double meaning. On the one hand, if a community wishes to progress, to move ahead and attain its place in the sun, it can accomplish almost anything it sets out to do, for its people will have but one thing in mind—to succeed. With that spirit to guide and to urge them on, a group of people can go far in any undertaking. On the other hand, if the objective is to deter progress, an individual, a small group, or a community as a whole can succeed by developing a backward community spirit. To shape its future course a community must decide which type of public spirit it wishes and needs to embrace.

Currently there is some agitation over the location of the proposed hospital. The location was chosen by a committee of unbiased citizens, some of them living apart from Heppler, who, after considering several other sites finally settled on the tract tendered by Mr. and Mrs. J. G. Barratt as an outright gift. Some opposition was expressed at the time but as the months slipped by and the court and committee were busy ironing out the numerous wrinkles of government red tape, less was heard about the site chosen. But now that the plans are up for final approval and there is some indication that it will be possible to advertise for bids in the near future, an effort is being made to block construction on the chosen site. Just where the opponents to the hill site would build the hospital has not been made known, except in one instance, as far as we have learned. Seven sites were investigated by the hospital committee and each in turn, up to the hill site, was eliminated for reasons deemed sufficient at the time.

It is not the purpose of this article to decide for the people which of the seven sites might be the most desirable. Each had some good points but of the first six considered not enough good points were mustered up to make the committee definitely decide on any one of them. The hill site was considered more desirable in most respects, and it must be remembered that the county was not obligated one cent for the property and the offer included as much land as the court and committee deemed necessary for present and future needs. But had not the hospital committee considered the site satisfactory it is doubtful if even the fact that the land was free would have influenced the selection.

To turn back now and select a new site which would probably cost several thousand dollars, and necessitate drawing of new plans, would mean another delay of from one to three years. About four and one-half years have slipped by since the movement started. If we want a hospital we should build it. If we don't want one, then let us keep up the controversy over the site.

One further thought: If you are in doubt about any phase of the hospital development since its inception, the records are on file at the court house. The court will be glad to discuss any part of it with you. In all fairness to all concerned, you owe it to yourself to learn the facts. And furthermore, is it up to Heppler entirely to choose the site? Is this not a county project? That has been our understanding all along, but perhaps we have been mistaken.

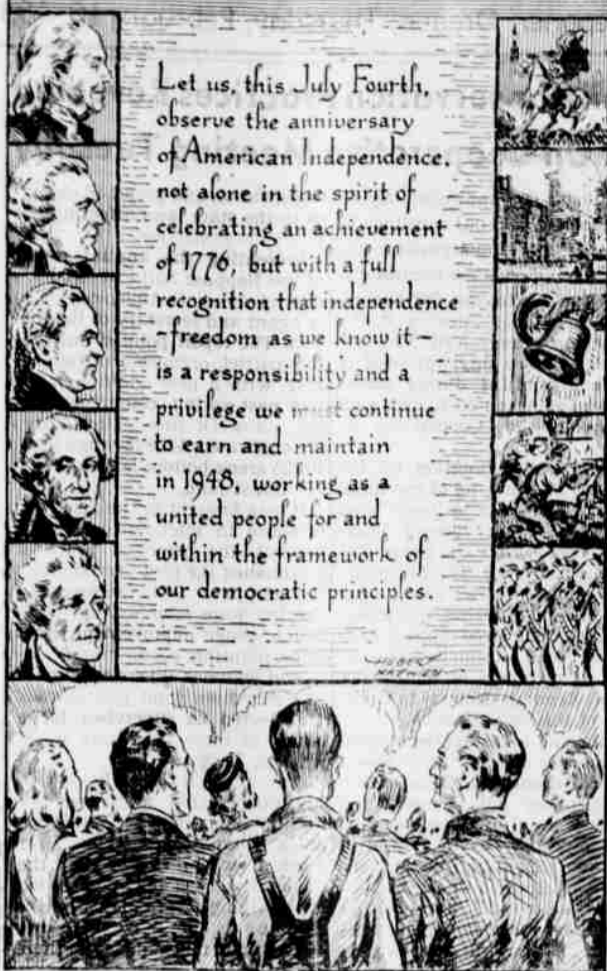
What About the Dam?

It was learned at Pendleton last Thursday evening that the Columbia Basin development project is looked upon with great favor by the U. S. Army board of engineers, some of the top brass of whom were in attendance at a dinner given in their honor by the Columbia River Development association and the Pendleton Chamber of Commerce. General Crawford, chief of the engineers, in a few carefully chosen words told the gathering that this is a great region, capable of almost immeasurable development and that in all likelihood there will be further harnessing of our streams for power and irrigation—and flood control.

Flood control is where Heppler is directly interested and it is a source of great satisfaction to know that the proposed dam across the Willow creek canyon near the mouth of Balm Fork is included in the greater plan for development of the basin. This may have no appeal to those who have not seen the results of a flash flood, particularly one of the magnitude of the great 1903 disaster, but to those who have experienced such a catastrophe it would be most comforting to know that the danger of being washed out of everything they possess and more than likely their lives in the bargain had been removed by the construction of a dam at a strategic spot.

No specific projects were mentioned or discussed at the Pendleton meeting. It was a good will affair only. And it was learned that men of big affairs are friendly, sympathetic and for the most part hale fellows well met.

OUR DEMOCRACY—by Met INDEPENDENCE DAY



Let us, this July Fourth, observe the anniversary of American Independence, not alone in the spirit of celebrating an achievement of 1776, but with a full recognition that independence—freedom as we know it—is a responsibility and a privilege we must continue to earn and maintain in 1948, working as a united people for and within the framework of our democratic principles.

The American Way

THE HORSELESS CARRIAGE

By George Peck

Recently it was my great privilege to attend a preview of TRANSPORTATION UNLIMITED at the Waldorf-Astoria, New York City. As I viewed the magnificent display of the last word in automotive transportation, as conceived and made by General Motors Corporation, it was hard to believe that it was only 56 years ago that the first horseless carriage made its appearance in the United States.

It might be of interest briefly to review the development of the automotive industry which, together with other industries it has brought into existence, today employs one out of every seven persons employed in this country. So here comes 1893—The Duryea brothers designed, built and drove first gasoline-driven motor vehicle in U.S.

1894—Elmer and Edgar Apperson constructed one-cylinder car developing 6 h.p., conceived by Elwood Haynes. Driven at 6 miles per hour on July 4. Charles B. King drove first gasoline car in Detroit—a 4-cylinder water-cooled engine.

1895—The Duryea brothers organized the Duryea Motor Wagon Company, first established to make gasoline cars. First auto race was held, won by J. Frank Duryea. He covered a muddy 54.36 mile course in 7 1/2 hours. Only 2 of 6 cars finished; the second, a Mueller-Benz driven by Oscar Mueller who fainted from exposure. Charles B. King, riding with him, took the controls, finished the race.

1896—George H. Morill, Jr. of Norwood, Mass., first to purchase an American gasoline car—from Duryea. Barnum & Bailey added Duryea Motor Wagon to its exhibit of freaks. Henry Ford made first car, a 2-cylinder, 4-h.p., no reverse. Ransom E. Olds drove a 1-cylinder 6-h.p. car in Lansing.

1898—William E. Metzger set up first independent auto dealership. General Motors companies were now making cars; gasoline, steam and electric.

1900—Year's production: 4,192 automobiles. First Automobile Show was held in Madison Square Garden, New York. Mack brought out a bus.

1901—Year's production: 7,000 cars. First Jones speedometer on Oldsmobile. 64 new automobiles appeared, none of them being made today.

1902—Production: 9,000 cars. T. H. Shevlin filed \$10 in Minneapolis for exceeding 10 m.p.h. Packard Motor Car Co. founded. Of 59 new cars to appear, one being made today—White Truck.

1903—Production: 11,235 cars. Ford Motor Co. organized. Buick Company was founded. First Cadillac delivered.

1904—Production: 22,419 automobiles, 411 trucks. Straight-8 engine, shock-absorbers, pressure lubrication, automatic carburetors were introduced.

1908—Production: 63,500 cars, 1,500 trucks. Left-hand steering, baked enamel finish introduced.

1909—Carl G. Fisher completed Indianapolis Speedway. 1911—Production: 199,319 cars, 10,681 trucks. Cadillac installed electric starter. 1912—First midget car appeared—The Wing. 1917—U.S. entered World War I—so did the Automotive industry. 1921—Duesenberg introduced 4-wheel brakes. 1923—Production: 3,753,945 cars, 126,505 trucks. "Cannon Ball" Barber drove Oldsmobile from New York to Los Angeles in twelve and a half days. 1929—4,794,898 cars, 826,817 trucks produced.

1932—1,186,183 cars, 245,284 trucks produced.

1935—Production: 3,387,806 cars, 732,005 trucks. Three million auto radios in use. Decided trend toward 4-door and 2-door sedans.

1942-1945—War production—the Automotive Industry became backbone of Arsenal of Democracy.

1946—First Kaiser and Fraser off assembly lines. 1948—100,000,000th car was produced.

1949—George Peck attended the General Motors exhibit in New York City, and realized that only under an economic system such as the Capitalistic "American Way," could an industry born in 1893, have grown to its present stature. The Automotive industry



WALSH-VAN DYKE SYSTEM

Accurate planning of work that is more complex and wearying than any ever faced by an Oregon legislator, consumed the first four weeks of the present session.

Everything is now set for rapid strides. Senate President William E. Walsh and Speaker of the House Frank J. Van Dyke have done signal jobs in systematizing the voluminous labors confronting the legislators.

In the ways and means committee alone there are 26,000 budget items on which decisions must be made. Many of them require days of research and hours of study and discussion.

Slash and screen as they will these committees are barely holding their own in keeping the budget on an even keel. Provoking deficiencies caused by zooming food costs and operating expenses during the past two years are blanketing out many gains being made by the economic efforts of the committees.

Here are some of the kibitzers that are bothering the legislators: First is the \$38 million deficit in the budget.

A \$55 million bonus program for veterans of foreign wars. The board of higher education wants \$22 million.

State department of education asks for a \$95 annual levy for each child of school roll census, which would raise an approximate \$15 million a year.

Why a budget if you fudge it? The biennial cost of maintaining a state budget department is \$60,011.

How much is a budget worth if it is generally ignored? Alex Gibson, chairman of the ways and means sub-committee, and Henry Semon, chairman of the house ways and means committee, are critical of deficiency spending beyond the provisions of the budget by state departments and institutions.

"At every session of the legislature we return to find that a great deal more money has been spent than that contained in the budget," said Gibson.

Semon feels that the heads of certain departments certainly disprove the charge that the Capitalistic System is decadent.

Can You Imagine?

AN OSTRICH DOESN'T HIDE HIS HEAD IN THE SAND TO AVOID PURSUERS. HE RUNS AWAY.

THE DECLARATION OF INDEPENDENCE WAS NOT SIGNED UNTIL AUGUST 2, 1776.

CURARE, THE ARROW-TIP POISON USED BY PRIMITIVE WARRIORS, IS NOW EMPLOYED TO TREAT INFANTILE PARALYSIS.

SYLVANIA CELLOPHANE USED TO PACKAGE VEGETABLES IN STORES, KEEPS THEM GARDEN FRESH FOR SEVERAL DAYS.

Having overloads, improper loads and no log hauling permits caused the arrest of 2319 persons who were fined a total of \$46,583.24 and 69 1/2 days in jail.

SNIPING AT GREYHOUNDS

Racing greyhounds are the target of H.B. 221 that would eliminate the bulk of the state's revenues for fairs. The greyhounds have furnished 83.49 per cent or \$3,336,838.34 of all money received by the state under the pari mutuel act. The Portland Meadows, Oregon state fair, Multnomah and all other county fairs have produced only 16.23 per cent or \$654,275 from the ponies. No plan has been offered that would replace the half million dollars paid in to the state coffers by the greyhounds.

HIGHWAY CRIME CHART

An average of 112 arrests a day were made the past year by state police for violations of the Oregon motor vehicle code. The 41,814 arrests resulted in fines totaling \$346,534.61 and jail sentences of 26,099 days with \$30,004.04 of the fines remitted and 10,414 days of the sentences suspended. There were 837 drunken drivers arrested who received sentences totaling 732 days and fines approximating \$85,104.37. An average of 24 out of 25 persons arrested for drunken driving were found guilty.

BUDGET BUSTERS

Why a budget if you fudge it? The biennial cost of maintaining a state budget department is \$60,011.

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Meets First Monday of Each Month
Citizens having matters for discussion, please bring them before the Council, Phone 2572
- Dr. C. C. Dunham**
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REAL ESTATE
Farms, Business, Income Property.
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- Morrow County Court**
Meets First Wednesday of Each Month
County Judge Office Hours:
Monday, Wednesday, Friday—9 a.m. to 5 p.m.
Tuesday, Thursday, Saturday—Forenoon only

30 YEARS AGO

Heppler Gazette Times, Thursday, February 13, 1919. We are informed that the city council has employed a civil engineer to go over the ground of the proposed pipe line from the timber to Heppler.

The construction of a substantial new building on his lots at the corner of Main and May streets is announced by Dennis McNamee.

Oscar Keithley was a member of the county fair board in town Saturday attending to official business.

The Heppler Commercial club has been revived and by the election of new officers and the adoption of new methods of operation it is hoped things needful for the community may be accomplished.

L. W. Briggs has been confined to his home by sickness for the most part of the past two weeks. He is now able to be about the streets again.

An 8-pound daughter arrived at the home of Mr. and Mrs. F. E. Parker of Six Dollar on last Sunday. The young lady is very welcome.

The estate of the late Henry Pittock of Portland, publisher of the Oregonian, is estimated at about ten million dollars. He has much valuable property outside of the great newspaper. His will names Edgar B. Piper as editor of the Oregonian.

Work was resumed in earnest Monday morning on the Gilman building next to the Universal garage. Mr. Gilman hopes that there will be no interference with operations now and that the building will be ready for occupancy shortly after the first of March.

The city council will hereafter hold its meetings in the room upstairs in the Roberts building vacated by S. E. Notson.

Mr. and Mrs. H. O. Ely of Morgan were visitors in Heppler over Monday night. Mr. Ely is feeling good over the prospects for crops in his part of the county. He states that there is at present about five inches of snow over the Morgan hills and grain is coming along well, with a lot of fall sowing.

The Morrow County Creamery company is not just ready to announce where the new building will be put up, but we are authorized to state that it will be settled by the coming week.

The next number on the lyceum course will be given at the high school auditorium on February 26. This will be one of the finest numbers of the series, The Ionian Serenaders.

Mr. and Mrs. L. A. Doak of Ione left this week for their new home at Opportunity, Wash., one of the suburban towns of Spokane, where they have a place.

Frank Turner, Louis Pearson and J. W. Beyer, all victims of rheumatism, are at Hot Lake sanatorium where they are taking the hot baths and finding relief for their sufferings.

More than half of all Oregon traffic accidents occur at intersections. Don't defend your right of way to the death.

If you are on Cupid's List

Life's fullest moments await you in the thrilling enjoyment of your own home... and in entertaining your friends. The sterling silver of your choice will be used with glowing pride, and treasured forever, because it will be a part of your home.

Decide now that your table will be resplendent with fine Gorham Sterling! Our showing of famed Gorham patterns awaits your choice... see them now.

Gorham Sterling

Shown in for 6-piece place-setting and includes: Fork, Spoon, Knife, Spoon, Spoon, Spoon.

PETERSON'S JEWELERS

FOOD... through the ages..

GIVE ME DEATH!

A GREEK EPICURE, AFTER VISITING SPARTA, DECLARED THAT SPARTANS WERE FEARLESS BECAUSE DEATH WAS PREFERABLE TO THEIR FOOD—AN UNAPPETIZING BLACK BROTH.

QUEEN ELEANORE OF ENGLAND (1200) PAID A ROYAL PRICE FOR A THEN UNUSUAL SHIP'S CARGO—7 ORANGES!

ALL CLASSES MET IN MERRIE OLDE ENGLAND'S ALE HOUSES, FAMED FOR GOOD COMPANY AND CHEER.

ISN'T HE WONDERFUL!

THE AMERICAN GLAMOUR BOY OF 1839 DIETED TO KEEP A PALE FACE, THIN BODY AND SPINDLE SHANKS.

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MEN !!

Be sure you stay out of the doghouse!

Buy Her a Valentine!!

Special Flower Arrangement \$3.00

Guaranteed to keep the doghouse door locked...

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