

# EDITORIAL



## Sewer System No. 1 Project

It is doubtful if any city administration in Heppler has been confronted with as many improvement problems at one time as the present council is facing. Most of the problems may be grouped into one answer and that is that the little old town is suffering from growing pains. This does not necessarily mean that population expansion is creating so many new and difficult angles for the mayor and council to deal with, but rather that a combination of growth and keeping step with the modern trend are responsible.

Currently, the city dads are wrestling with several important projects—extension of the water service, street improvements, bridge construction and, perhaps most important of all, a sewer system. It is not amiss to go farther and say that the sewer system is the most important and should be adopted as the No. 1 project.

First of all, if there is to be a sewer system it should be constructed before any permanent street work is done. Lay the sewer lines first and then put the street paving down. That will eliminate the necessity of going in and tearing up paving—any more than is already on the streets—which should be a substantial saving.

A sewer system will lend encouragement to more and better home construction. One of the first things considered by the prospective builder is proper sanitation. A home-constructed sewer unit is only temporary at the best, except where the more expensive types of septic tanks are installed. And there is always the probability that the tank will overflow or give trouble of some kind. The numerous examples here and there over the town is evidence enough that a permanent municipal system is desired.

It is not the purpose of this article to discourage or hamper the street improvement program. If the people residing within certain areas petition the city to form improvement districts and are prepared to pay the bill they should be encouraged to do that very thing. If the people feel that the street improvements and the sewer project can be undertaken at the same time, well and good. The point being driven towards herewith is that in the humble opinion of this writer, the sewer project is of first importance at this time and that if it is to be built there should be a concerted effort in its favor.

## Just Around the Corner

Morrow county's hospital, like a once-maligned president's promise of prosperity, is "just around the corner," but unlike prosperity at the time mentioned, we can locate the corner. Progress up to the moment has brought the project to the state where a bid for construction of the building has been accepted by the county court. A few more details have to be worked out with the contractors and the bid has to be given the sanction of the state board of health and the federal hospital agency, and then we may expect to see the dirt begin to fly. It is estimated that all red tape will be cut in from ten to twenty days and that the contractors will be moving right in.

## Safe for 59,000 Years!

The railroads have long been known as a means of transportation which carries passengers and goods to their destination quickly, safely, and with a very high degree of dependability, says Industrial News Review.

Last year, according to figures recently issued by the Association of American Railroads, marked another major advance in railroad safety. The passenger record was the best in 12 years. And the employee fatality record was the best in the

50 years in which records of this kind have been kept.

The chance of getting killed on a train almost defies computation. In 1948 the railroads performed the incredible total of 41,150,000,000 miles of passenger service. Yet only 19 passenger fatalities resulted from train accidents, and only 42 from all causes. This marked a decrease of 28 percent from 1947, and compares with the average during the depression when passenger traffic was less than half as great.

When it came to railroad employees, the fatality rate was 0.17 for every million man-hours worked, a figure which casts great credit on management and labor alike.

So much for totals. What do they mean to you, as an individual passenger? They mean that, on the average, you could ride 100 miles a day for about 59,000 years before running the risk of being fatally injured in a train accident! Passengers who keep on traveling after their 59,000 years are up, do so at their own risk.

## More Cautious Than Expected

During the campaign, President Truman's heaviest guns were trained on the Republican-controlled 80th Congress. He aimed everything in the arsenal at it and, as the election result proved, it paid off in the precious coin of votes.

Now the Democratic-controlled 81st Congress has been a study in slow motion. Representative Jackson of California said, "I'm glad Truman called the 80th the second worst Congress in history. It looks like you fellows will make the grade for top honors." Senator Brewster of Maine observed that "practically the only action of the 81st Congress to date has been to increase the Presidential salary." Senator Baldwin of Connecticut asked, "What are the great, earth-shaking, country-saving, highly patriotic measures that have been passed by the present Congress to date?"

It hardly comes under the head of flash news to report that the members of one major party are doing all they can to make hay at the expense of the other major party. Administration leaders in the House and Senate have been able to come up with only feeble defenses of the 81st Congress. The plain fact is that the all-inclusive Truman program has fallen into the doldrums. There is small chance of the larger part of it becoming law. Majority sentiment in Congress favors making haste slowly.

The great social security bill is an example. It would raise the cost from the present \$1,800,000,000 a year to something like \$6,000,000,000. In the words of Newsweek, "The reaction of Congress to the revolutionary extension... ranged from a quiet lack of enthusiasm to outright hostility. There was bipartisan agreement that neither farmers nor housewives would tolerate the nagging bookkeeping required.... There was little predisposition to increase payroll taxes drastically at this time."

The matter of keeping books in accordance with the Federal laws is, in the view of many, a much more important problem than is generally supposed. Business finds more and more of its attention and resources given to filling out forms and dealing with government bureaus. And this burden is often heaviest on small business. Big business, with its established legal, accounting and auditing departments is frequently able to adjust itself to new regulations much more easily than a small concern. That fact has Congress worried. It isn't eager to subject more of the population to Federal red tape.

What it all adds up to is that this Congress is far more cautious than expected.

# An Amazing Transformation 1882-1948

**EDITOR'S NOTE**—The following article was received some months ago and was purposely withheld from publication until this date—this being the 66th anniversary of the Heppler Gazette. The author was then in Washington, D. C., where he was private secretary to Senator W. Lee "Pappy" O'Daniel of Texas. Having been a resident of Heppler for many years prior to going to Texas, and having served as printer and newspaperman in Heppler and other points, he is well remembered by older residents.

By Garfield Crawford

Some tremendous changes have come to this world since my father, Jasper Vincent Crawford, and my mother, Elizabeth Nancy (Dunlap) Crawford, decided to keep me and see what I would grow into. It was a bold dare they accepted and no doubt many times they regretted having acted too hastily.

When I was born on May 4, 1882, the people of Walla Walla, Washington, were pioneering in the rough. Coal oil lamps were gaining a supremacy over the tallow candle and women teachers were becoming more numerous than men instructors. Teaching was the recommended public career for young women. To work in a store or an office was hardly the thing for a young female person to do.

The biggest celebrations of the year were the Fourth of July and Christmas. In my home town the Fourth was ushered in by the firing of anvils and went out at night by a fireworks display from the top of the highest hill in view of all the town.

When I was a small boy, timothy, clover and all hays were largely cut with a scythe or a sickle mowed drawn by a team of horses. Some people still had the cradle for cutting hays which were to be tied into bundles. The hand bundle would grab up the cradled hay and with a wispy of the same straw, bind the hay into a tight bundle. My father taught me how to bundle. The cradle has vanished and the scythe is no longer a dominant tool in the harvest of hay and grain. It has sunk to the low level of weed cutters.

In the days of my youth we had family prayers; the children attended Sunday School and church at least once a week. Our family meals were prefaced by my father's brief but eloquent grace. Nearly every home had a Civil War veteran in it and women smokers were as scarce as Bible-packing mamas are today.

The electric light was not much more than a red glow and many towns were still burning oil street lights atop wooden posts to guide the pilgrims from the church to their homes. Board sidewalks were the foe of mud. Some more fortunate people had cinder walks. Big cities had some cobblestone pavements, but concrete and macadam paved highways were yet to come. Telephones were crude and few people had the service of the convenience. Telegraph was the main mode of speedy communication and the "mile-a-minute" passenger train was yet to arrive.

When I was a small boy all of the boys I knew were preparing to become "railroad men" or pole-climbers for Western Union. The

idents of this county, were married at the home of Mrs. Marlatt in this city on Saturday evening, March 22. Frank A. Andrews, pastor of the Christian church of Heppner, officiating.

Henry Chapel is back from France, having arrived home on Sunday evening. He saw some lively fighting in the last big drive made by the American and came through without a scratch.

Jos. M. Hayes, Butter creek flockmaster, has just finished lambing one of his bands. He secured 92 per cent of lambs from this band which started lambing about the middle of February, when the weather was not the best.

Dr. W. H. Lytle, state veterinarian, is here today. Dr. Lytle was called to Morrow county to investigate some sickness among horses and hogs which had been reported to him by different farmers. It is feared that swine are afflicted with cholera.

Dick Wells returned home Monday evening from the eastern coast, where he has been stationed for the greater part of his enlistment as a soldier for Uncle Sam. He has received his promotion to civil life again and is mighty glad to be home.

W. E. Severance, formerly of this county but now residing near Forest Grove, was here during the week making a visit to his farm near Hardman. Before returning to Forest Grove, Mr. Severance visited with his daughter, Mrs. Roy Campbell of Lexington.

Three hundred and twelve dollars was in the big nugget that was shown in Canyon a few days ago. It weighed 19 ounces. It was pure gold with no quartz whatever.—Blue Mountain Eagle, Canyon City.

airplane and the air-mail stamp were hardly dreams. The automobile and the Wright Brothers' flight at Kitty Hawk came into my life when I was a young man. The caterpillar tractor, the bulldozer, and all of these new-fangled machines of today had not yet reached incubation.

Mother knitted our stockings, dosed us with cream-of-tartar and sulphur each spring. I have seen the coming of modern printing, the electrytype, linotype and teletype; color presses, offset printing and everything that goes with the modern printer's art. I have lived to experience the fear of atomic energy and to understand the rascality of greedy politicians. I am now living in the age of supersonic speed, radar, rockets, rocket planes and helicopters.

When I was a boy I milked cows and under the directions of my mother, I churned the cream into golden butter. If the butter was not yellow enough to suit mother's taste the juice of a carrot brought up the hue. Grain was run into sacks made in the state penitentiary at Walla Walla and the cutting was done by headers and the grain threshed in "Pride of Washington." J. I. Case and other separators. We drove our cattle to market, but today they are packed aboard fast trains, crammed into trucks and occasionally put down in slaughter pens from transport planes of the air.

In 1852 it took my grandparents eight months to cross the great Western plains to establish a home in Oregon. I can now go over the same route, the Oregon Trail, in my Ford automobile in three days and make the trip in ease and comfort and sleep each night in air-conditioned hotels or tourist camps. My father and his parents made the trip in covered wagons and as a boy of twelve, father swam the Snake river out of Idaho into Oregon, driving cattle ahead of him.

When I was a boy a nickel (five cents) was coined of almost pure nickel. It would buy a bag of good wholesome sticky candy of ten four-inch sticks, a soda pop and a half pound of cherries. Three of them would

buy a haircut for a kid and another trio of the same would get dad a shave. When my daughter came along a nickel would buy her way into a movie, start her on a ride across town on a street car or in a "jitney-bus," get her a hot-dog or a hamburger, a short beer and her boy friend a good cigar. Popular magazines sold for a nickel and the Sunday paper was a bargain at the same figure. Today a nickel won't even get you a "thank you" from your beloved grandchild because she knows it is practically valueless in her marts of trade. Today the nickel is almost pure copper.

When I was attending public school I was taught by those "simple minded," but patriotic teachers, that our government was the greatest and best form of government under God's dome. There were no detractors of George Washington, Thomas Jefferson and Abraham Lincoln. Our great men were held up as stalwarts who had given their lives in the establishment here in the New World of a Government, which should not perish from the earth. They wrote a road map, the Constitution of the United States, to guide us away from the shoals of greed and corruption. But, according to the prophets, the founding fathers laid down a philosophy of the "horse and buggy days" which should not be followed in this day of atomic idealism and national dishonesty.

Every phase of life has been invaded and in many instances benefited by the discoveries of science. The drudgery of house work has been eased by the invention of the electric washer, ironer, mangle and sweeper. My mother carried water from a well fifty feet distant from her kitchen, but now hot and cold water is piped into the kitchen sink and throughout the house. The bathroom is modern as the electric light and no longer do we take down the wash tubs from the outside kitchen wall, draw and heat water on the cook stove for the Saturday night bath. The odoriferous outhouse, cloistered by honeysuckle or hop vine, no longer sits secluded at the distant corner of the rear service yard, for in its stead is the porcelain bowl with the polished wooden seat so prominent in all bath

rooms of this day. Central heating plants are a part of the equipment of modern housing. Over gas and electric stoves our womenfolk heat already prepared fruits, vegetables and meats, as they take them from the refrigerators at their elbow.

Inventive science has worked wonders for man in my short span of 66 years. It has delivered the harvester from the back-breaking cradle and scythe. Motor operated machines mow the grass and cut the hay, rake it into rows, pick it up, bale it and haul it away to market or to the barn. The grain growing states have fleets of combines which move across the fields from south to north to garner the golden grains as they go. Some farms have become so completely mechanized that the hoof beat of the horse is never heard—the indispensable horse has long been forgotten. Machines milk the farmers' cows, dig his postholes, spray his orchards, plow and cultivate his fields and cut his corn. If my grandparents were to return from their long forgotten graves they would be as confused as their grandchildren are today. Grandfather wouldn't know what to do with his chest of hand tools and grandmother would feel like Alice in Wonderland in a modern house.

Yes, I have lived in a wonderful age. I have seen the passing of the phaeton, buggy and the

## IONE NEWS . . .

Mr. and Mrs. Larry Fletcher are the parents of a son born March 21 at The Dalles hospital. Mr. and Mrs. Harvey King are the grandparents.

Mrs. Dale Ray underwent a tonsillectomy at The Dalles last week. She and Mr. Ray spent the week end with her children at Husum and Lyle, Wash., and returned home Monday.

The Eastern Star ladies will have a clean-up day at their hall March 30. Their social club will meet at the home of Mrs. E. M. Baker, April 6.

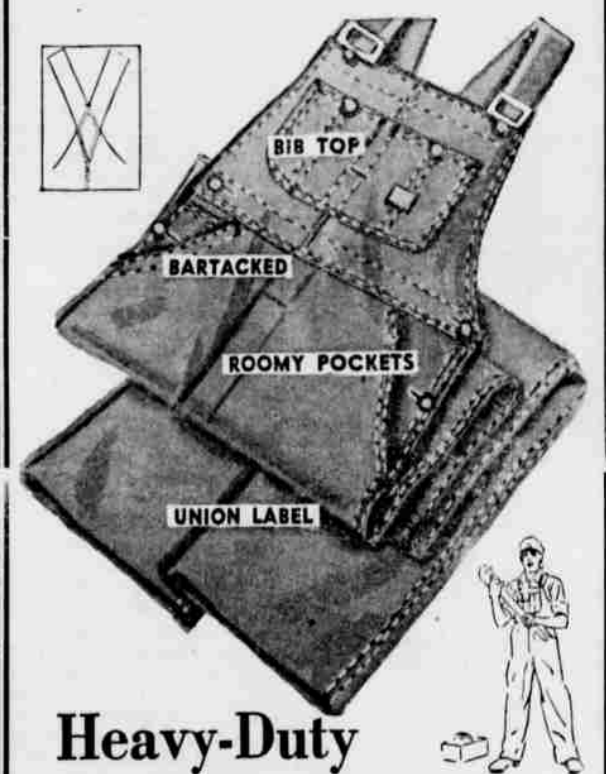
Shulter wagon as modes of transportation. Divorces are as common as marriages and when the Grim Reaper cuts you down your relatives hustle you off to the fiery furnace, not waiting for the final benediction by St. Peter.

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## 30 YEARS AGO

Heppler Gazette Times, March 27, 1919  
A splendid social time was had at the home of Mr. and Mrs. Herbert M. Olden of Fairview last Saturday evening, the occasion being the 49th birthday of Mr. Olden and the 5th birthday of

little Margaret Becket, daughter of Mr. and Mrs. Walter Becket, and the families joined in celebrating these events.

A deal was completed the past week through the agency of the Farmers Exchange of this city whereby Clive Huston of Eight

J. B. Huddleston came over from his Lone Rock ranch yesterday for a brief business visit in Heppner.

Sanford E. Clark and Mrs. Melissa Marlatt, both old-time res-

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