

Mrs. A. C. Crowell was up from Morgan Monday looking after business matters in Heppner.

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GONTY'S

Motorgoers Cover New Roads Leading to Central Oregon Area

BY DON DRAKE Staff Writer, The Oregonian

The thrill of motoring is in new experiences, in new sights uncovered by new highway construction.

The necessity for a faster and more accessible route on one leg and new dam construction on the other opens two new scenic routes from Portland into Central Oregon. But not until next year, late perhaps, will the summer travel on the new routes escape the dust and confusion of new-road construction.

The afternoon sun glistened on the white shiny AAA car of the Oregon Motor association as we left Portland in search of treasures on the Warm Springs cutoff, hidden for years to all except the more rugged travelers of forest service roads. Our car sped swiftly through the Mt. Hood loop's majestic forests, past government camp and the turnoff to Timberline lodge, Oregon's winter playground. Wapanita pass roadway was dropping away rapidly toward the flatlands of Central Oregon when slashed timber gave the indication the new road would drop in a southerly direction from near Bear Springs across the Warm Springs reservation into the Madras flatlands.

A hard-to-find forest service road leads from Bear Springs to the finished portions of the cutoff. The northern seven miles of the road are farthest from completion. One of the largest highway bridges in Oregon east of the Cascades is being rapidly constructed on Mill creek, a mountain stream fed by Mt. Jefferson snow and glaciers.

The road quickly leaves the heavily wooded lands and shoots straight across long, sloping ridges past Hehe, scene of the annual huckleberry festival, and into Warm Springs on the Deschutes river. The new cutoff will shave 32 miles from the 196-mile run to Bend. Maupin is eliminated in the trip to Redmond or Bend. Not adding much to the already scenic drive to the Bend area, future use of the road will make it more famous as a shortcut to



Looking down from new highway on dam site near Detroit.

the fishing, hunting, park and scenic areas of Central Oregon.

On a two-day trip, a late day start still leaves sufficient time to explore the wonders of the Deschutes gorge and the Central Oregon lava formations. For the return trip, turn the wheel to Sisters across the lava beds with the three majestic peaks on the horizon to the west. But, if you must make the loop this year, be prepared for the "proceed at your own risk" sign at the crossroads where the North and South Santiam roads fork high in the mountains near the Santiam pass summit.

On the North Santiam route, headed for the adventure of a look at the construction work on the Detroit dam, the road crosses and follows again and again what appears to be excellent trout streams.

Detroit is now a busy, bustling center of activity. The stamp of death is not yet evident upon this little community which is destined to grow and thrive and then die as the waters of the fifth largest dam in the nation backs 40 feet of water over the town.

The small, one-street village has had a peculiar history in the last 15 years. Once before the little town seemed condemned to die along with Mill City, 20 miles farther west, in 1936, when the Hammond Lumber company liquidated its holding. Perhaps the village may continue to live after completion of the Detroit dam in

1952. Citizens have asked the engineers to establish the city above the water line.

The road from Detroit follows the North Santiam river to near the dam site, six miles below Detroit. But there it rises rapidly to the new construction high above the river floor. When the road is completed motorists will command an amazing view of the forests and valley below.

When the \$54,000,000 dam is completed the touring motorist will view one of Oregon's most spectacular sights. But until the new road is complete, a miserable stretch of 15 miles of rough, narrow roads is enough to take heed of the state highway department warning at the crossroads — take the South Santiam route into Albany, if possible. Weekday construction makes travel even more hazardous.

The dam site is a beehive of activity as construction progresses rapidly. Camp Mari-gold, a construction camp, has been established and men and machines have started the gigantic process of the dam construction. Downstream from that dam will be another, Big Cliffs, a regulating reservoir. Only a 50-mile drive from Salem, the new North Santiam route offers an excellent one-day outing for a look at one of the nation's larger dams.

Remember, however, the pleasant trip past the dam site is for another year when the new road is completed. At least we think so.



Map shows new routes.

Monument Business Man Opens Skating Rink at Spray

Dale Matteson went to work driving logging truck for Cutts on Monday.

Mr. and Mrs. Bill Carter of Baker and Mr. and Mrs. Floy Hinton of Hamilton were visiting in town Sunday.

Bessie Wyland took a group of young people to the show at Long Creek Monday evening.

Jim Healy of Heppner was in town Monday. He installed a new refrigerator for Mr. and Mrs. Miles Gilman.

Earl Sweek was attending to matters of business in John Day last Tuesday.

Last Sunday Mr. and Mrs. Harry Capon were hosts to a dinner given in honor of Mr. and Mrs. George McDuffee of Portland. Present were Grandma Capon, Mr. and Mrs. McDuffee, Mary Wright, Mrs. Ida Bleakman, Mr. and Mrs. George Capon and children and Dempsey Boyer.

Mrs. Nora Boyer returned from The Dalles Sunday evening.

Zephyr Harrison and Rho Bleakman of Top were business visitors in town Tuesday.

Lee Fleming has opened a roller skating rink in Spray. August 16 was the opening night. Several from Monument attended.

Mr. and Mrs. Case Shank of Government Camp spent the week-end visiting Mr. and Mrs. Harlan Shank and Mr. and Mrs. Earl Johns. They returned to their home Monday.

George Stirritt who has been working with the forest crew at Flat camp, returned home Tuesday with a bad case of the flu.

The many friends of Howard Swick are sorry to hear that he is in the hospital at The Dalles. Everyone hopes that he will have a speedy recovery and soon be home again.

Mr. and Mrs. Theron King and son, Earl Frank, drove to Portland Sunday.

Mr. and Mrs. Ed Enright spent the week-end in Pendleton visiting and having some work done on their car.

Ona May Leathers and daughter Isobel drove the Top stage on Friday while the Enrights were in Pendleton.

The small son of Mr. and Mrs. Verbal Corbin was quite seriously burned on Thursday. He was taken to a doctor in Heppner where he was treated.

Mrs. Doris Capon and children and Mrs. Mary Wright were dinner guests of Mr. and Mrs. Earl Barnard at the ranch on Cottonwood.

Mr. and Mrs. Bill Settle drove to John Day Saturday for Mrs. Settle's regular medical checkup.

Mrs. Ona May Leathers and daughter Isobel and Mrs. Millie Wilson drove to Portland Saturday. They expect to spend a week visiting different points of interest before they return home.

Mrs. Ethel Shafer, who has been visiting relatives for the past two months, returned home Tuesday.

Mr. and Mrs. Trenton Morrow of New Haven, Conn. visited Mr. Trenton's uncle and aunt Mr. and Mrs. Earl Sweek, Tuesday. Trenton is a student at Yale. They went from here to Long Creek to visit other relatives.

Mr. and Mrs. Earl Sweek, who were delegates to the American Legion convention, returned home Monday. They report they had a very enjoyable meeting. Mrs. Sweek was elected president of district 11 which comprises the towns of Adrian, Nyssa, Ontario, Vale, Burns, Prairie City, John Day, Mt. Vernon, Dayville, Long Creek, Monument, Spray and Kinzua.

Mr. and Mrs. Earl Barnard, Mr. and Mrs. Chance Wilson spent Thursday evening visiting Mr. and Mrs. Fred Gasner.

Rev. and Mrs. Sidney Harris spent Monday and Tuesday in Pendleton. Mrs. Harris had some dental work done.

Mr. and Mrs. Richard Cox returned Tuesday from Eugene where Mrs. Cox had been visiting her father. They were overnight guests of Mr. and Mrs. Chance Wilson.

Carol Vaughn of The Dalles visited her friends, Kay and Dee Ann Johns Tuesday.

The Girl Scouts and their leader, May Beth Hinton, held their regular meeting at the home of Carol Sweek Friday. After the meeting they spent the afternoon roller skating those present were Shirley Mae Fleming, Kay Johns, Carol Sweek, Margery Batty, Sharon Cupper, Lois Corbin, Karen Isley, Francis and Judy Johnson, and Jessie Matteson. Refreshments were served by Carol Sweek. For their next meeting the girls have decided to go camping.

Mrs. Boyd Hinton drove to Long Creek Wednesday to meet her brother, Tommy Throop. They went to Dayville to visit their parents. Mr. and Mrs. Tom Throop. They planned a family reunion for Sunday. They expect all five children to be present.

Bernie Allstott of Hermiston was buying cattle in the Top vicinity this week. Those selling their cattle were Willard Gilman, Frank Howell and Zephyr Harrison.

Mr. and Mrs. Harold Leopold of Top were shopping and attending to business in Monument Friday.

CHAPTER TWO POWERING YOUR PLANE

When I originally became interested in model planes as a hobby, I didn't think much about building planes that actually flew. My first models were of the solid type. I spent hours carving scale models complete to every detail I was able to put into them. Some of these managed to bring me a few awards. As I got more into model work, gradually I got the urge to make planes that could take to the air. Most modelers, I think, soon get this same feeling.

There are new problems to worry you when you get into construction flying models. It is best to begin with the simpler designs such as gliders. They give you the first principles of flying that carry on to the most complicated designs. But modelers just don't stay with gliders long. They go on to designs that stay in the air by some means of powering.

My first attempts at flying were made with the simple all-balsa stick type planes that make use of the twisting effect of rubber to rotate the prop. This type of plane is simple in construction and flies well. More complicated rubber powered craft still use the same principles of flying although wings and fuselage may be built up with ribs and bracing, covered and built to scale. Many hours of flying fun can be yours with these planes.

For a few tips on rubber powering, remember that common rubber bands are not suitable for your plane. Ask your hobby dealer for either T-56 or English black rubber. Remember that it's a good idea to lubricate the rubber, using a mixture of equal parts tincture of green soap and glycerine. Your corner drug store can mix this for you.

Modelers have worked out several ways to wind their rubber powered jobs. Smaller planes can be wound by twisting the prop by hand. Many use devices made from hand drills which fasten to a loop on the prop hub or shaft. By rotating the hand drill, a modeler can wind his plane in short order.

The next step in model designs usually make use of gas-powered engines and jet engines. To get started in this class of plane, I think it would be smart to use a small glo-ignition engine having a displacement from .020 to .040 cubic inches. They are small enough to fit into medium size models. They don't cost much, and they're easy to operate. Remember to follow instructions that go with the engine, and get a prop of the right size as recommended. You'll need a 1 1/2 volt doorbell battery for ignition to start the engine plus some wire to connect it to the battery. Then mount it securely on a block and break it in before installing it in your model.

Another small engine popular with model makers is a type operating from pressure contained in CO2 fizz bottle cartridges. There are gadgets made to connect the cartridges with the engine by means of small tanks and tiny copper tubing easily placed in your model design.

Later, after you have built and flown the primary models using these small engines, you will probably want to go on building bigger free flight stunt and speed models. Some of these take engines up to 600 cubic inches.

One of the recent new methods worked out for driving model planes is the jet engine. Working just like real jet engines, these tubular units really fit in nicely with streamlined, modern designs and are becoming popular with builders all over.

Powering is really one of the most fascinating parts of model making. The big state-wide contest sponsored by the Plymouth dealers of Oregon and being held at Eugene July 16 and 17 will see plenty of examples of all plane types. There should be entries in every class, using all methods of powering. If I can possibly make it, I want to be there flying myself.

Slurry Treatment Gaining Popularity With Wheatraisers

Although dry methods give just as effective control, use of the newer wet so-called slurry treatment to prevent wheat smut is gaining popularity throughout Oregon's wheat belt, N. C. Anderson, Morrow county agricultural agent, said Wednesday.

To make use of Ceresan M by the wet, slurry method requires a specially built machine designed to weigh accurately and measure wheat seed as the amount of treating material used. The number of such machines in use has increased greatly within the past year or so.

An advantage the wet method has over other treating methods using Ceresan product is the fact that obnoxious dust and fumes are eliminated. With the slurry method, seed wheat must still be allowed to set 24 hours between treating and planting this waiting period allows full utilization of gas that is formed by Ceresan M. It kills smut spores. Although water is used in the slurry method, the moisture content of seed wheat is increased less than one per cent by proper use of this treatment.

New Improved Ceresan, copper carbonate or basic copper are all recommended smut control treatments. With new Improved Ceresan, dust and fumes are objectionable. Copper carbonate and basic copper, while effective, depend entirely upon direct contact with the smut spores. Their use is ineffective when mixing is not thorough, the county agent points

out. All commercial seed treaters in Morrow county have installed the slurry method.

Slurry treatment which resulted from short-cuts or cutting down on the amount of offensive material has been virtually eliminated through use of the automatic slurry treaters. Slurry treating seed as it comes from the field will not affect germination if the grain is planted within six weeks, Anderson says.

Hold-over Ceresan treated seed should be planted 20 per cent heavier the county agent advises.

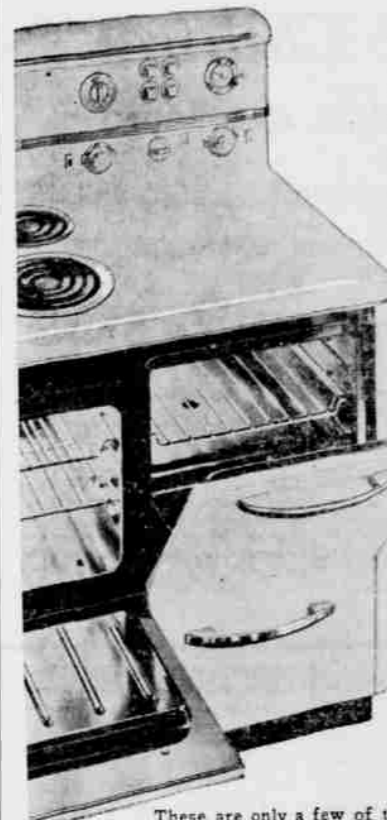
CARD OF THANKS

We take this means of thanking our friends and former neighbors for their expressions of sympathy and for the floral tributes to the memory of our wife and mother.

C. R. Peterson and family.

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North Morrow County Fair

Thurs. Fri. Sat. Sept. 1 - 2 - 3

Boardman School Grounds

Sports, Concessions Pig Scramble

Old Time Fiddlers Contest

Dance Sat'day, Sept. 3 Music by SCATTERNOTES

