

EDITORIAL



Temporary Checkmate

With inventors and manufacturers striving constantly to attain greater travel speed, there is little satisfaction in trying to control traffic on the highways through the medium of established maximum speeds. Modern motor cars are built for speed and it is the tendency of most drivers to put their vehicles to the test. With so many cars and so much speed accidents are bound to happen.

In the case of Sunday morning's accident at the site of the Heppner Lumber company, where it was a miracle that four lives were not snuffed out, enforcement officers look upon the occurrence as reason for a temporary halt to fast driving. It may serve to remind other drivers that the same kind of results, or perhaps worse, could happen to them and this may cause a certain amount of caution to prevail. But the cautious attitude will not prevail for long. Like the familiar expression: "A scolding doesn't hurt and a licking doesn't last long," the majority of us go on our way, automotively speaking, and try to break all records for shortening time of travel between two given points.

Occasionally there are unavoidable accidents, something happens on the road over which the driver or drivers have no control, such as a cow or horse showing up unexpectedly on the highway, or a car cutting in from a side road. Careful, alert drivers usually have hazards of this nature in mind and are able to avoid accidents by being prepared for them. It is the less cautious speedster taking chances that are uncalled for and decidedly unnecessary who rushes headlong into disaster, not only jeopardizing his own chances of obtaining the "three-score-and-ten" average, but virtually criminally wrecking the chances of others to reach the same goal.

It might be a good thing to issue drivers' licenses on an IQ test. Most certainly the states would lose a large amount of revenue, but it might reduce the hazards on the highways.

While on the subject of highway accidents, the wreck in question brings forcibly to mind the advisability of obtaining earliest possible delivery of the VFW-sponsored ambulance. There were three people whose lives hung in the balance. There was one single patient ambulance in the community, for which we can be truly thankful, but the larger machine would have been highly acceptable Sunday morning.

Even if our own hospital had been in operation there still would have been need for the larger ambulance. And besides, equipped as it will be for emergencies, first aid measures can be administered more expertly.

It should not be necessary for the sponsors to make further appeal for the funds required to complete payments on the ambulance. It is a

service that is needed and something we must have as an adjunct to the hospital. You may never need the service of the ambulance but your donation, however small, will help provide that service for a friend or someone who could not otherwise enjoy such a privilege.

This newspaper will consider it a great privilege to publish a long list of donors next week.

What About Housing?

For the past seven years, to the writer's intimate knowledge, there has been an urgent demand for housing in Heppner. It was acute all during the war and is still acute, even to the point of embarrassment. People are seeking places to live here every day and some of them, owning their own trailer houses, have difficulty in finding spots to park them.

This situation may be a good setup for the owners of the limited housing facilities that are for rent but it is not the right setup for renters, and, for that matter, the town.

Newcomers are still pouring into the northwest states and Oregon is getting its full share. Almost every community is feeling the impact of this increase in population. Home-seekers are crowding the coast area, the Willamette valley, the irrigated districts of Eastern Oregon faster than housing can be provided. Naturally some of them drift into less industrialized centers with the thought in mind that they may obtain work and, what is more important to them, a place to live.

There is no reason to believe that this influx will cease in the immediate future. It may diminish some—level off, as it were—but indications point to a growth in the west that will eventually offset the heavily populated east. It is not a temporary transition but something upon which plans for the future may be laid with a feeling of permanency.

Many new houses have been built here in recent years and many more are planned, but that will not meet the requirements. There is a lack of renting property which can be remedied only by concerted effort. At the present time there are eleven or twelve families already resident here who are faced with the necessity of moving. Their plight will be desperate if ejection papers are served and the order enforced. The heads of these families are gainfully employed but apparently not in a position to buy lots and put up their own houses, although able to pay a fair rental. If they leave here there will be others to take their places and the situation will not be improved. If permitted to occupy their present quarters until spring they will still be faced with finding housing. These approximate dozen families constitute a nucleus for a housing project and it is safe to predict that a unit of twice that number of houses would be spoken for before any of them could be finished.

Charles Buchanan, son of Mr. and Mrs. Charlie Buchanan has received his GI papers enrolling him in business college in Baker.

Ben O. Anderson and Miss Hannah Bergstrom, both of the Eight Mile country were married at the Federated parsonage in this city last Saturday.

Frank Munkers and wife were in the city Monday in company with Wm. M. Stauffer of Hood River and while here closed a deal for the Stauffer wheat ranch on Social Ridge.

publicans. They are doing a big job on their own, building a great protective dike to protect their rich alluvial lands from floods and derosion.

Portlanders Have Easy Access To Beauties of St. Helens Area



Beauty of Mt. St. Helens, reflected in Spirit lake is captured in this photo by author.

This is a combination of a motorboat article appearing in The Sunday Oregonian, September 18, 1949, and a news item by The Oregonian and the Oregon State Motor Association.

BY HERB PENNY

A week end trip for many Portlanders means many hours of speeding along crowded highways with very little time for relaxation and enjoyment. Shorter trips to recreation areas close to the city give a greater chance for a refreshing week end and offer just as much sport and woodland atmosphere.

One such trip is to the Spirit lake recreation area just north of the towering, white mass of Mt. St. Helens in northern Skamania county, Washington. Only a 95-mile drive from Portland, the trip is ideal for a week end, but may also be comfortably encompassed in a one-day trip.

The lake is situated at the northern base of Mt. St. Helens in an area of towering firs and hemlocks, forest trails, campsites and streams, and reflects the majestic beauty of the snow-capped mountains on its blue surface.

Heading for the lake recently in the Oregon State Motor association's white motorboat, we traveled north from Vancouver on highway 99 through Woodland and Keiso to Castle Rock, where we turned right on Washington state highway 1-R, which goes east 40 miles to the lake. Lilies Border Lake.

Ten miles along the road we came to Silver lake, a well-known fishing spot. This lake is only in the foothills of the mountains and close by are several burned areas. The borders of the lake are encroached by masses of water lilies.

The road crosses the south fork of the Toutle river and a

few miles farther on, the north fork.

Along the highway we noticed several tree farms of the Weyerhaeuser Timber company, part of the company's project for sustained yield logging. Areas that had been clean-cut contrasted with the forests on the tree farms. At some of the farms were picnic grounds and tables.

One mile from the lake we came to Spirit Lake lodge. Previously hidden by the timber, the mountain now was visible, looming close to the highway. We soon reached the lake where boats were landing near St. Helens lodge, run by Harry Truman, no relation, we discovered to the president.

The road runs only on the south side of the lake with the mountain still farther south, so that no view of Mt. St. Helens was possible from the road. We drove a few hundred yards to the Spirit lake forest camp and Jack Nelson's landing.

Camp Area Popular

Several families had pitched tents at the camp by the lake shore and the other, who had come just for the day, were eating picnic lunches around the camp tables. With several such camps located in the recreational area the lake has become an excellent spot for such one-day picnics.

We cranked the arm of a country telephone and called to Jack Nelson, who came over in his inboard motorboat, the Tressa. With this boat and a second, the Ruby Nelson maintains a ferry service for those wishing to cross the lake the easy way to his lodge and camp at Harmony Falls and to the trails leading to camping and fishing spots.

This is rugged country, according to Nelson, who has spent 22 years at the lake. The only access to the north shore is by trail or boat, and the true beauty of the area cannot truly be seen until one has made the journey across the lake.

Peak Forms Backdrop

We spent the night in a rustic cabin by the lake shore. From the front porch of the cabin was a magnificent view of the lake and forest with Mt. St. Helens as a backdrop.

The next morning we took a walk along one of the lake-side trails. After breakfast we returned to the other side of the lake and drove the motorboat along a forest road to Timberline camp at the very base of the mountain. Here, at a forest camp where the last timber reaches up the slope, every detail of the mountain's beauty was visible.

On our return to the lake we visited the ranger station and were told of other attractions of the area, including trails to Meta lake for fishing and over Bear pass to the lake country near Mt. Margaret.

On our return trip to Portland, when we reached Woodland, we turned from highway 99 and drove 11 miles on state highway 1-S to Ariel dam. On the way along the winding road by the Lewis river, we saw boats with fishermen trying their luck.

At Ariel dam, which has formed the reservoir, 12-mile-long Lake Merwin, we found a picnic and swimming area equipped with floats and diving boards, provided for the public by the Pacific Power and Light company. This spot so close to the city, is a favorite place for Portlanders taking one-day trips.

HOME EXTENSION PROJECT LEADERS TRAINED

All of the extension units in Morrow county were represented at the leader training meeting Tuesday, Sept. 20 held at the Church of Christ. Here Miss Mabel Wilson, extension agent, demonstrated several seam finishes, assembling operations, pressing technique and shrinking of woolsens, with the lay women who will be giving a similar

meeting to their own community groups during October. After discussing methods of presentation each woman made a new piped buttonhole as part of her learning experience. The 12 women attending were Mrs. Omer Reimann, Mrs. Mabel Cotter, Mrs. Noel Dobyns, Ione; Mrs. B. B. Burnstad, Mrs. Harold Wright, Mrs. Bill Privett, Mrs. John Graves, Mrs. Jerry Brosnan, Mrs. Marjorie Craber, Heppner; Mrs.

Johanna Ballard, Mrs. Paul Slau-ghter, Irriagon; Mrs. W. E. Garner, Boardman.

New bulletins are available at the county agent's office on Textile Painting, Rolls and Breads from Sweet Dough, Seafoods from Your Meals, Good Weight for Good Health, and Use of the Sewing Machine Attachments. They may be had for the asking.

30 YEARS AGO

Sept. 25, 1919
Born in Ione on Sept. 18 to Dr. and Mrs. Clyde Walker a son.

A daughter was born to Mr. and Mrs. Alvin Casebeer on Sept. 18 at the farm home in Sand Hollow.

Heppner will have a Chautauqua next year. The contract, calling for six days of high class entertainment was signed by 34 business men and the West Coast Chautauqua association's representative.

Following a paralytic stroke which James H. Wyland suffered while riding his horse near Parkers mill last Saturday, death claimed another prominent pioneer stockman last Tuesday at his home in Hardman.

Ben O. Anderson and Miss Hannah Bergstrom, both of the Eight Mile country were married at the Federated parsonage in this city last Saturday.

Frank Munkers and wife were in the city Monday in company with Wm. M. Stauffer of Hood River and while here closed a deal for the Stauffer wheat ranch on Social Ridge.

AMERICANA AT WORK
No federal handouts for the farmers of the lower Santiam river in the center of the Willamette valley. They must be re-

Mrs. Minnie Leach and E. D. McMillan were married at Lexington last Friday evening.

Born in this city on Friday, Sept. 19 to Mr. and Mrs. Percy Cox, a daughter.

Mrs. Ed Chinn returned to her home in Heppner Sunday after being in Portland for a couple of weeks.

Edward LeZinka, prominent stockman of the Ukiah country was a visitor in Heppner last Wednesday.

Harry Cummings was displaying this week some apples which grow in his orchard. One of them, the Alexander and as fine grained as a Gravenstein, measures 14 inches in circumference. It is a red apple and makes good eating.

Included among the young people leaving this week for college are Max Rogers, Kenneth Binns, Helen Barratt and Garnet Barratt who will attend Oregon Agricultural college at Corvallis.

E. J. Merrill, justice of the peace at Hardman and Gilbert Coats, well known retired wheat farmer of the same area were business visitors in Heppner last Monday.

publicans. They are doing a big job on their own, building a great protective dike to protect their rich alluvial lands from floods and derosion.

HEPPNER GAZETTE TIMES

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