



**The appointment of  
LOGAN IMPLEMENT SERVICE  
Ione, Oregon  
authorized MASSEY-HARRIS dealer  
for this community**

★ We're mighty proud to offer our customers Massey-Harris modern farming equipment. You know, there's a long line of experience behind every Massey-Harris tractor, combine and implement. More than 100 years of "know-how" that developed the first practical Self-Propelled Combine to speed your harvest and make it more profitable... husky, dependable tractors with more pep, power and economy than ever before. Massey-Harris mounted implements are fast working tools matched to your Massey-Harris tractor for greater efficiency and speed. Plows, Discs, Planters, Cultivators, Mowers—and a host of pull-

behind tools make your farming easier, faster.

As your Massey-Harris Dealer, our interest extends beyond the immediate sale of farm machinery. Service—the peak operating efficiency of your equipment—is our business too.

Whether it's new equipment for your farm or service on your present machines, see us for prompt, courteous attention to your needs. The next time you're in town stop in and get acquainted with our staff and with the Massey-Harris line of cost-reducing, modern farming equipment.

**MASSEY-HARRIS OWNERSHIP IS A MARK OF GOOD FARM MANAGEMENT!**

**New Massey-Harris Self-Propelled  
Combines on Display at Ione, Ore.**

**16 Foot Model "Super 27" is Biggest Capacity  
Combine on Wheels!**

The first shipment of new Self-Propelled Combines arrived today from the Massey-Harris factory consigned to Logan Implement Service, dealers for this area. According to Mr. Logan, the "Super 27" Self-Propelled, 16-foot machine, and the 12-foot "Super 26" represent the culmination of 10 years experience in Self-Propelled Combine design and manufacturing, incorporating such advancements in engineering as Balanced Separation; Simplicity and Accessibility; Balance and Stability; and Multiple (24) Speed Drive. These new features place the 16-foot "Super 27" Combine in an unchallenged place of leadership as the biggest-capacity combine on wheels, yet its unique frame design and balanced construction have resulted in strength and stability without adding cumbersome weight, thus allowing substantial fuel economy. The "Super 26" is identical in design and performance differing only in size. Mr. Logan explained.

**Balanced Separation**

Full control of the straw from cutter bar to discharge after leaving the straw walkers, is the principal advantage built into these combines following a decade of painstaking research and experimentation. With table, cylinder, straw walkers and shoes all in balance and working as a coordinated unit, the full cut of the sickle bar is carried through the machine in an open, airy ribbon, kept constantly on the move, yet never crowded by the straw behind it or slowed up by the straw ahead. Thus with Balanced Separation farmers save all the grain they cut. Best demonstration of this constant, even movement of straw through the machine is seen in the ribbon-like manner the straw is discharged and laid on the ground like a blanket, without the usual bunches or piles of straw as are found behind conventional combines.

Leaving the rasp-bar cylinder, where much of the separation takes place, a roller-type beater rolls the straw immediately onto the walkers, with a combining action, holding it to the walkers by means of a flexible apron. Here at the front end of the walkers, the straw continues on the move with separation taking place over every square inch of walker area. Finger-type agitators on the walkers keep the

ribbon of straw open and fluffy as it is moved toward the rear. A directional fan system splits the wind, to both upper and lower chaffer shoes at predetermined velocity, simply adjusted to meet the particular requirements of the crop condition. Tailings are delivered directly back to the cleaner sieve for final separation.

**Simple, Accessible**

First impression farmers get when examining these two new Combines is the surprising simplicity throughout, and the many provisions for easy adjustment and maintenance. The frame itself is of simple design, but most apparent is the minimum of gears, chains and drive mechanism. Greatly improved over previous models and other self-propelled Combines, the new Massey-Harris is an engineering achievement in its simplicity. Daily maintenance and necessary adjustments are accomplished with time-saving efficiency. The large-capacity gasoline tank is located at elbow height for easy filling at the left rear side of the Combine. A comfortable seat on the operator's platform provides a full view of the table, and the field ahead of the Combine. For occasional operation from a standing position, the seat is hinged to flip back out of the way. Automotive-type dash is located to the right of the platform with temperature gauge, oil gauge, fuel gauge and ammeter in full view. Steering wheel, clutch and brake pedals, speed lever, and electric table lift toggle are all conveniently located for comfortable, effortless driving, complete command of the combines operation at all times. A lift-out inspection door is provided above the cylinder, another door makes the engine radiator easily accessible; main wheel drive chains may be tightened or loosened independently of each other with no danger of misalignment—and can be done in a matter of minutes without jacking up the Combine or removing the wheels. Engine is mounted on channel rails beneath the platform for convenience in servicing. Tank capacity has been increased to 60 bushels with a large diameter auger speeding up unloading to 90 seconds.

**Balance and Stability**

Streamlined styling, low center of gravity, correct balance of heavy units add stability and

balance to these harvest monsters making the new Massey-Harris an efficient, safe machine even for hillside operation. Grain tank is mounted at the left to offset the engine weight on the right side. Whether the grain tank is empty or full, the Combine is in good balance, with perfect balance in effect when the tank is half to three-fourths full. The position of the large drive wheels, in relation to the rear wheels, carries the frame on an even keel with just enough weight on the rear wheels to hold the Combine down in rough terrain for easy maneuverability and precision steering.

**Multiple Speed Drive**

Two speed ranges with 12 variables in each range give the operator 24 selections of forward speed by simply moving the speed lever forward or back. Thus any speed from a crawl to 7.6 miles per hour is provided with only one change of rear. Mr. Logan pointed out that most farmers will start the day in either high or low range (dependent upon crop and ground conditions) and remain in that gear all day long with 12 different speeds at their fingertips. Amazingly simple in its operation and fully dependable in performance, this new Multiple Speed Drive is another of the many exclusive Massey-Harris features incorporated in these new Combines. Mr. Logan added, Precision-machined pulleys and recently developed long-life belts make the new Multiple Speed Drive the most practical, yet simplest device ever built into a Combine. Constant speed is assured, without speed-up on down grades or slowing up when climbing hillsides.

In telling about these new Combines, Mr. Logan announced that they could be seen at his store in Ione now. Farmers in this community are invited to view these machines and see for themselves how Balanced Separation; Simplicity and Accessibility; Balance and Stability; and Multiple-Speed Drive all contribute to make it the biggest-capacity combine on wheels. For large acreages and custom work, the "Super 27" is a 16-foot machine also available with 14 foot or 12 foot tables. Smaller acreage farmers get the same harvest-proved advantages in the "Super 26" Combine, a 12-foot machine, also available with 10-foot table.

**Highway History**

By RALPH WATSON  
Public Relations Consultant  
The Highway Commission went through a period of stress and struggle during the period ranging from October 1, 1932 to June 30, 1936. During that time the legislature set the fiscal year from July 1 to June 30 to establish uniform state accounting and the commission brought its statistics into line with this procedure. The close of 1936 marked the 20th year of the commission's activities since its beginning in 1917. That period, too, saw the birth of the "alphabet" government—the NRA, the WPA, the PWA—conceived in Washington to bolster sagging industry and ameliorate widespread unemployment by government gifts, grants in aid and loans. The 1936 report sets out gross expenditures during 1917-36 of \$231,384,678 (including the PWA coast bridge projects) of which \$15,606,540 were county funds; \$35,322,019 government, \$179,780,377 state, and \$675,740 were contributions from miscellaneous sources. Of the state funds expended \$53,084,039 were bond and interest retirements. During the 19 years ending December 31, 1935, the Bureau of Public Roads spent \$19,496,319 for construction and maintenance of forest roads on the state highway system, of which \$12,131,607 were federal forest road funds, \$2,177,222 county cooperative funds, and \$5,187,489 state cooperative funds.

During this time Henry F. Cabell of Portland succeeded Leslie

Scott as chairman; Judge F. L. Touvelle of Jacksonville succeeded Carl Washburn of Eugene, while Charles K. Spaulding, Salem; William Hanley of Burns; and J. C. Ainsworth of Portland served as commissioners for brief periods.

The high spot of the four years was the financing, construction and opening of the five highway bridges to toll-free traffic. First planned as toll bridges to be financed by revenue bonds retrievable out of toll earnings, under a contract agreement with the Public Works Administration, the commission, under legislative authority, agreed to sell \$4,200,000 of revenue bonds to finance 70% of cost, 30% being a federal grant. Before that agreement was carried out the legislature of 1935, confronted with general public opposition to tolls, authorized the commission to issue and sell general obligation bonds in the open market, which was done.

The five bridges were built for a total cost of \$5,435,867, (including engineering and miscellaneous charges of \$104,622) the Yaquina Bay bridge costing \$1,301,016; Alsea-Waldport, \$778,260; Siuslaw-Florence, \$527,063; Umpqua-Reedsport, \$581,467; and Coos Bay, \$2,143,391, a total of \$166,132 below the engineers' estimates.

The 1935 legislature also established the Travel Information Bureau which spent \$48,000 in advertising Oregon Scenic resources during that year resulting in a \$35 million tourist crop during 1936.

**Wheat Growers In  
Other States Now  
Busy Organizing**

PENDLETON, June 14—Wheat growers in other states are rapidly organizing statewide associations, according to E. J. Bell, administrator of the Oregon wheat commission who just returned from a conference at Denver. He met with the Colorado Grain Growers and the officers of the National Association of Wheat Growers.

Kansas, the largest wheat producing state, has formed a statewide association, financed by a half-cent a bushel on all wheat through commercial channels. Texas and Nebraska have similar plans. Oklahoma and Colorado are making good progress in getting their state organizations going.

Wheat producer H. W. Clutter of Holcomb, Kan., President of the National association, is planning to get together with growers in North Dakota, Montana and South Dakota to help them form their state organizations. All of these associations are patterned after the Oregon Wheat Growers League. The other states will join Oregon in a national program of research, education and publicity, to find new markets for wheat and wheat products, to encourage national and international use of wheat and wheat products and to protect the interest of the wheat producers in every way.

The National association was established at Kansas City in April with the following wheat growers as officers: H. W. Clutter, Holcomb, Kan., president; Jens Terjeson, Pendleton, Oregon vice president; Kenneth Kendrick, Stratford, Tex., secretary; Herbert Hughes, Imperial, Neb., treasurer. All these men are wheat producers.

Bell reported "Growers in other states are very enthusiastic over the possibility of developing a national program to increase the use of wheat. We have recognized for some time that what we have been doing in Oregon would be effective if we could get the other wheat states to join us. We are glad to see we are going to have the cooperation of aggressive producers in other states, who really mean business."

Kenneth Turner and Allen Hughes, Heppner Future Farmers of America, attended the Oregon Wheat Growers League 4-H and FFA Fat Stock Show and Sale at The Dalles, June 5, 6, and 7.

Kenneth exhibited a Hereford steer at the show and sold him at the auction. Kenneth's steer was purchased by Henry Baker, Ione, Oregon.

**Edgar B. Ayers  
Dies in California**

Mrs. Elsa Lasater of Pendleton writes to inform the Gazette Times that her brother, Edgar B. Ayers, died in Los Angeles June 8. Death was due to a sudden heart attack. He is survived by his wife, two sons and a daughter, all married, and two sisters, Mrs. Ida Fell and Mrs. Lasater, both of Pendleton.

Mr. Ayers will be remembered by older residents of this community. He was born and raised in Heppner but left here many years ago.

**SERVICES HELD FOR  
WERNER RIETMANN**

Funeral services were held for Werner Rietmann at the Cooperative church at 2 p.m. Monday, with Rev. Alfred Shirley officiating. Phelps Funeral Home had charge of arrangements. Interment was in the Ione cemetery. Pallbearers were Harvey Smith, Lee Beckner, Earl Blake, Wm. Melina, Harlan McCurdy Sr., and Garland Swanson. Mrs. Lucy Peterson sang Beautiful Isle of Somewhere and In the Garden, accompanied by Mrs. Earl Blake.

Relatives coming from a distance for the funeral were Mrs. Bethena Lord of San Diego, Cal.; Robert Gibson of Eugene and Mrs. W. J. Clarke of Pendleton, who are mother, uncle and cousin, respectively, of Mrs. Werner Rietmann; Mrs. Joseph Stitt of Meridian, Idaho; Edward Rietmann, Denver, Colo.; Mr. and Mrs. Robert Rietmann, La Habra, Calif.; Gene Glock, Vancouver, Wash.; Mrs. Gillis Doane, Multnomah; Mr. and Mrs. Paul Balsiger, White Salmon, Wash.; Alfred Balsiger, The Dalles; Mr. and Mrs. Victor Peterson and children, The Dalles; Mr. and Mrs. David Rietmann and Van Rietmann, Hermiton. Friends attending from a distance were Mr. and Mrs. Homes Gabbert and Mr. and Mrs. Clyde Denney of Portland, and Mrs. Louis Bergevin of Pendleton.

Dr. L. D. Tibbles osteopathic physician of Heppner, Oregon attended the Northwest Osteopathic convention, which was held at the Winthrop hotel, Tacoma, from June 5-8.

The meeting was a combined session of the Washington, Oregon, Idaho and British Columbia Osteopathic associations. Subjects of lectures given at the convention included osteopathic research and diagnosis, shoulder lesions, ruptured disks, a review of present arthritis treatment, and the medical aspects of atomic weapons.

Dates to remember—June 16—HEC at Marian Palmer home; potluck dinner at noon. June 17—Grange at 8 p.m. June 18—Father-son banquet 6:30 p.m., grange hall. June 20—Garden club at O. L. Lundell home. Legion and auxiliary 8 p.m. June 21—Amecca club at home of Mrs. Paul Pettyjohn. June 23—Three Links club.

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Take time out to talk to some Chevrolet truck users. You'll find it revealing. You'll discover that Chevrolet trucks pay their way by hauling more loads—more miles—for less! And you'll find that this extra measure of value is even more apparent in the new Chevrolet models. Definitely, they're America's first-choice trucks. Heavy-duty units feature a brand-new 105-h.p. Valve-in-Head engine with the power to pull heavy loads and conquer steep grades. They offer new Power-Jet carburetion for smoother, quicker operation. They bring you the fast, safe shifting of Chevrolet's 4-speed Synchro-Mesh transmission. But whatever your hauling requirements, Chevrolet trucks are your best bet. See them in our showroom. You'll agree.



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Main at May

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