

EDITORIAL



Fair Time Close At Hand

Time has the habit of moving along, sometimes faster than we think if measured by some activity or event that is set for a certain date.

Visitors to this year's fair and rodeo who have not been in Heppner this summer will find substantial improvements to the grounds.

On top of all the fair improvements, many visitors will find it interesting to inspect the new county machine shop, which, it is hoped by the officials, will be ready for inspection by fair time.

On the entertainment side, the rodeo will feature the Howard Johnson stock again this year.

There will be thrills and spills and plenty of interest mingled with excitement for four days.

The improvements made since the 1949 fair and rodeo are direct evidence of the growth experienced since the close of World War II

Business or Politics?

Is it more important that the present administration be perpetuated or that the Korean situation be cleaned up and American lives saved?

Our boys are dying in Korea and here at home we are jockeying around to get our hooks into the gravy bowl.

Those of us residing in what is termed the south end of the county should bear in mind that there is no 38th parallel between this section and the northern or "river" section.

In Wichita, Kan., the siren on Deputy Sheriff Charles Baxter's car was fixed after he left this note for the mechanic: "The siren on car No. 7 ain't a-workin'. It will sigh, but it won't reen."

The American Way

HANDS OFF OUR RAILROADS

By George Peck

If the worst should happen and we are plunged into World War III, it is to be hoped that the Federal Government will keep its paralyzing hands off our American railroads.

Those of us who are old enough can remember the performance of our railroads in two world wars.

During World War II, Government apparently had learned its lesson and exercised good judgment of leaving the railroads under private operation and control.

In fact, during World War II the railroads did themselves proud—they more than justified the vote of confidence reposed in them—they not only handled the war load, but also saved the Government a heap of money while doing it.

In World War II, during the three years and eight months between Pearl Harbor and the capitulation of Japan, the railroad companies paid in Federal taxes more than \$4,270,000,000, in addition to payroll taxes of \$770,000,000—and there was no deficit on account of Federal operation to be met by us poor taxpayers.

And while the railroads were

saving us this vast amount of money they literally performed miracles. They handled 97 per cent of all organized troop movements and more than 90 percent of all war freight.

Nor was this done by jacking up freight rates and passenger fares. During the first world war and the period immediately thereafter, it was found necessary to increase freight rates by an average of approximately 60 percent.

Thus the railroads thoroughly proved the superiority of private ownership and control over Government ownership and control.

And what about impending World War III? In July the member roads of the Association of American Railroads held a special meeting in Chicago.

Space does not permit going into the details of this program. However, it was drawn up by experienced railroad men pledged to put it into effect.

NOW LET'S SOAK THE POOR

By Dr. Alfred P. Haake

EDITOR'S NOTE: Alfred P. Haake, Ph. D., Mayor of Park Ridge, Ill., is a noted Economist, Business Consultant, Lecturer and Author.

A few years ago political leaders in power played on the old falsehood that the poor were getting poorer and the rich were getting richer.

A recent study of income and taxes, from figures reported by the staff of the joint committee on internal revenue, and department of commerce, shows that the total national income of 298 billion dollars in 1948 was divided with 66% going to the group with incomes under \$3,000 a year;

The taxes were divided differently. Thus: those whose incomes were under \$3,000 a year received 66% of the total income but paid only 29.1% of the total income taxes;

From these facts it appears that the one group which pays a fair share of the total taxes, according to its income, is the group that received between \$3,000 and \$5,000 a year, with an income share of 20.2% of the total and 22.2% of the total taxes.

Thomas Palmer, 9, son of Mrs. Arletha Palmer of Condon, received treatment for a lacerated elbow, cut when he fell on glass.

Mrs. Ben Swaggart was returned to the hospital Saturday evening.

THE AMERICAN WAY



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30 Years Ago

August 19, 1920

Born—Sunday, August 15, to Mr. and Mrs. Joseph M. Woods of Gooseberry, a son.

Mr. and Mrs. Phil Cohn and daughter Eleanor left on Sunday for Rockway, the popular summer resort on the Oregon coast.

A daughter was born to Mr. and Mrs. Oral Hendriksen of Cecil, Monday, August 16.

Mrs. E. N. Crawford left this

CHURCHES

LEXINGTON CHURCH—Your Community Church Z. Franklin Cantrell, Minister. Regular services every Sunday. Church school 10 a. m. Worship and preaching 11 a. m. Singing and preaching 8 p. m.

HEPPNER CHURCH OF CHRIST Glenn Warner, Minister 9:45 a. m. Bible school, C. W. Barlow, superintendent.

11 a. m. Morning worship and communion service. Sermon topic, "The Church of Christ at Its Best." 8 p. m. Evening service. Sermon theme, "Wrestling With Life's Great Realities."

METHODIST CHURCH J. Palmer Sorlien, Minister Morning worship and sermon at 11 a. m. The pastor will be back for this service.

The Womens Society of Christian Service meets the first Wednesday of each month at 8 p. m. Suzanna Wesley circle meets the third Wednesday at 2 p. m.

morning for Enterprise where she will make an extended visit at the home of her son, Otheo Crawford.

Irrigon citizens have voted a bonded indebtedness of \$40,000 for the erection at once of a modern school building.

There will be a meeting of the commercial club tonight, according to Charles Thomson, president. A number of items of importance will be taken up, among them the selection of a new band master.

Frank Stever and family have moved to Hood River where he will have charge of the section there on the railroad.

George W. Milholland returned Monday from Portland where he was called on business. He was caught in a terrific dust storm on the upper Columbia and was unable to see the road ahead of him for a greater part of the distance from The Dalles to Ione.

James H. Hayes and H. G. Hayes were over from Pendleton the first of the week attending to business matters in Morrow county.

Mr. and Mrs. Marvin Jones and daughter of Washington D. C. arrived Thursday evening for a visit with her parents Mr. and Mrs. George Smith, and Mr. and Mrs. Carl McDaniel. They made the trip by motor over the northern route visiting Glacier National park and parts of Canada, covering 3765 miles.



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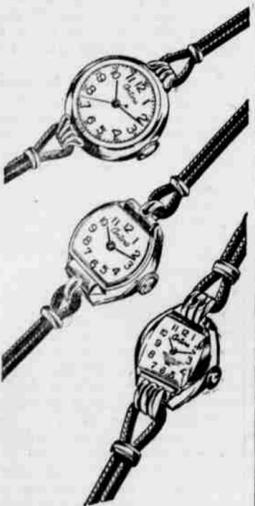
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