

EDITORIAL



All Branches Needed

The railroads have a slogan to the effect that "America needs all of her transportation services." In view of what has transpired and will be transpiring for no one knows how long, it is plain that "America needs all branches of her armed services."

In a recent issue of Industrial News Review the editor collected a lot of valuable information and presented the following enlightening article

Even skeptics cannot but be impressed by the speed with which supply lines to the Korean beachhead have been built up. From a standing start less than two months ago a sizeable army has been moved across six thousand miles of ocean and sent into combat. It is impossible for laymen to appreciate fully the magnitude of such a task. A single U. S. Infantry division, for example, needs a staggering 17,000 tons of equipment—weapons, trucks, fuel and food—just to get it started in combat. From then on, if it is fighting a delaying action such as the war in Korea has been so far, it needs an extra 436 tons of equipment a day, including medicine and replacement parts to keep it going. When it goes on the offensive, its daily needs jump to 580 tons. Life magazine has made an illustrated feature of this great undertaking. It shows a map of the Pacific ocean with a worldwide network of supply lines—planes and ships—converging on a tiny white dot on the shores of Korea. This dot is our beachhead. Life then described the movement over these supply lines

during a forty-day period. The Military Air Transport Service, flying 236 planes, delivered 15,000 passengers and 3,000 tons of cargo. Each round trip took from 72 to 120 hours. Turn around time for the planes in Japan and the United States was 12 hours. Simultaneously, the Navy-run Military Sea Transportation Service, in three hundred ships—transports, tankers, and cargo vessels—delivered more than 50,000 men, and 500,000 tons of cargo. Round trip for one of these ships from Pacific coast ports required 40 to 75 days.

In the words of Life: "To accomplish all this within nine weeks, U. S. logistics experts have had to improvise a major miracle."

The fact that a miracle of transportation and supply is now being accomplished does not excuse the tragic miscalculations in top management of the American defense program. Rather, it is another magnificent demonstration of the vast reservoir of resourcefulness and stamina so characteristic of this country. Very likely the present effort will go down in history just as Life described it—a major miracle. Credit for achieving it must go to the people who have taken part in it; the pilots of the planes, the captains of the ships, workers and managements in the oil fields and factories and mines, the hard-bitten Marines, the Navy Air Force and the Army. The performance of these people has impressed the world and is doing more for the cause of freedom and Western Civilization than most of us realize. If anyone can, they will make the United Nations a workable organization.

The American Way

A REAL WAGE BOOST

By Maurice R. Franks

To seek a better and better living for oneself and one's family is a cardinal principal of the free enterprise system. What is more, it is the chief energizing force in any nation's economy. The high standard of living enjoyed by the people of the United States is a monument to its effectiveness—the history of our country is the history of effective human response to competitive opportunity.

In the days when the employers constituted an all-powerful dynasty, the right to seek a better living was collectively denied the manual workers of our nation. As a result of this downward pressure on the rank and file of our growing industrial society, the workers banded together into unions. The opportunity to gain a fairer share of the fruits of their toil was present in the form of organization. This opportunity was guaranteed by the fundamental law of the land; the opportunity was responded to and the response became increasingly successful. Through the economic pressure exerted by their expanding organizations, the workers broke the tyrannical power of their employers and secured for themselves a real wage boost.

Their action was wholly in line with the spirit of free enterprise; it was competitive—for the workers were competing for purchasing power—and their success was good for the national economy.

That the emancipation of the workers added immeasurably to the standard of living of the nation as a whole is seen at a glance in the appeal of national

advertising. The bulk of our total production today is for popular consumption—for purchase by the very men and women who themselves turn out the goods in shop and factory.

The extension of effective purchasing power, through real wage boosts to workers, has led to broader markets, increased production, lower consumer prices and added profits for the manufacturer. Our entire economy has thus been advanced. But, as in the case of every process, a saturation point is eventually reached and from there on in, the law of diminishing returns applies. If it turns out that so much is charged by labor for its services that the employer is cut off from a reasonable return on his financial investment, either he raises the price of his commodity or he goes out of business.

In either event, labor is deprived of purchasing power—because, when prices go up, the worker gets less for his dollar; and when an employer throws in the sponge, his workers are out of a job and have no earnings at all to spend.

These are thoughts which should be borne in mind by our American workers and their leaders as they poise themselves to demand a fifth round of wage boosts. The laws of economics, like those of physical science,

were not debated and passed by any legislative body; they rule our world and cannot be repealed by wishful thinking. Water won't flow uphill, square pegs won't fit in round holes and blood can't be squeezed from a stone. To these facts we must adjust—and also to the fact that purchasing power can only be produced.

High prices result from high labor time costs. High taxes are the result of the government's attempt to do what industry cannot do. But a high living standard is the result of high production alone.

If the American worker seeks to better his condition, then he must quit thinking of how many more cents an hour he can wrangle for his time and start figuring how best he can create additional purchasing power for himself.

It's time he got wise to himself, for truly he stands in need of a REAL WAGE BOOST.



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HEPPNER GAZETTE TIMES

The Heppner Gazette, established March 30, 1883. The Heppner Times, established November 18, 1897. Consolidated Feb. 15, 1912.

Published every Thursday and entered at the Post Office at Heppner, Oregon, as second class matter.

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NOTICE OF SALE OF COUNTY PROPERTY

By Virtue of an Order of the County Court, dated September 20, 1950, I am authorized and directed to advertise and sell at public auction at no less than the minimum price herein set forth:

A parcel of land lying in Section 16, Township 4 North, Range 24, East of the Williamette Meridian, Morrow County, Oregon. The said parcel being that portion of said Section 16 included in a strip of land 250 feet in width, 100 feet on the Northernly and 150 feet on the Southernly side of the center line of the Columbia River Highway as said Highway has been relocated, which center line is described as follows: Beginning at Engineer's center line Station 1069&00, said Station being 3441 feet South and 144 feet West of the Northwest corner of said Section 16; thence North 82 degrees 54' 30" East, 5500 feet to Engineer's center line Station 1124&00; said highway center line crosses the West and East lines of said Section 16 approximately at Engineer's center line Stations 1070&00.5 and 1123&50.8, respectively, containing 30.72 acres.

THEREFORE, I will on the 21st day of October, 1950 at the hour of 10:00 A. M., at the front door of the Court House in Heppner, Oregon, sell said property to the highest and best bidder.

C. J. D. BAUMAN, Sheriff, Morrow County, Oregon 27-31

Teacher Housing Problem Disturbs Monument Board

By Millie Wilson

A special school meeting was held at the school house in Monument last Wednesday. The public was invited to come and discuss with the school board the housing need for a fourth teacher. Clarence Holmes acted as chairman and explained the situation. Estella Boyer, county School Superintendent, was present and gave many helpful suggestions. It was decided to have James Turnbull, state advisor on construction, meet with them Sept. 17.

The Monument Grange had open house on Friday evening to welcome the teachers for another school year. There are two new teachers with us this year. Mr. Peterman, principal of the grade school and Mrs. Patzer, teacher of the third and fourth grades. The others present were Mrs. Hinton, primary teacher, and Mrs. Farrow, fifth and sixth grade teacher. The high school teachers were unable to attend as it was freshman initiation. Mrs. Capon, assisted by Mrs. Cuper had a very interesting program prepared. Refreshments were served.

Georgia May Gray is quite ill again. She was taken to the Pendleton hospital by her father, George Gray. Her many friends in Monument are all wishing her a speedy recovery.

Mrs. Richard Cox of the Gilmore ranch was calling and dropping in Monument on Friday. She visited Mrs. Luck Ann Broadfoot and Mrs. Millie Wilson.

Fred Cox of John Day spent several days visiting relatives and attending to matters of business in Monument last week. Marvin Saddler and Jack Sweek made a business trip to Portland last week. They returned home on Sunday.

Another special school meeting was held after Mr. Turnbull had talked to the people. It was decided to post notices and to raise money to remodel the auditorium into two classrooms.

Mr. and Mrs. Rex Sweek attended the Fossil Fair last week, while in Fossil they were guests of their daughter and son-in-law Mr. and Mrs. Jack Couture.

Mrs. Lee Fleming, an daughter, Shirley, and Mrs. William Jewel were business visitors in John Day on Saturday.

Mrs. George Capon and Mrs. Charles Hill spent Sunday visiting in Monument. They called on Mrs. Earl Barnard and Anna Lesley.

Mr. and Mrs. Willard Gilman bought some holstein heifers from Mr. and Mrs. Fred Gassner. They spent Saturday and Sunday riding for them.

Mr. and Mrs. Stanley Musgrave took their daughter Miranda and son Johnnie to Pendleton on Saturday to have their glasses checked for school. They also were accompanied by Mrs. Eho Bleakman and daughter, Rhone, who did some shopping.

Word was received in Monument on Tuesday of the death of Bill Chapman at Spray. Among the Legionnaires of Monument to attend the funeral in Fossil on Thursday were Earl Sweek, Lynn Forrest, Mead Gilman and Slim Owings.

MORE COMFORT ADDED FOR COACH PASSENGERS

"Fifteen new coaches with improved reclining seats have been placed in service on the five City of Portland streamliners operating between Portland and Chicago," J. C. Cumming, general passenger agent for Union Pacific, said today. "Each train carries three coaches."

"We don't believe a more relaxing seat can be designed than these reclining seats which have adjustable leg rests and provide nearly one foot more of leg room," Cumming said. "Every spot the passenger touches is cushioned with foam rubber. The seats can be turned to face in either direction. Each seat has complete use of a fog-proof window with a venetian blind that can be adjusted as desired, and there are improved individually controlled reading lights. The extra leg room was obtained by having only 44 seats per car instead of the customary 48."

"Other refinements of the new cars include improved air-conditioning, large wash-rooms furnished with individual lounge-type chairs, four places in each car where card tables may be attached when desired, and improved mechanical features insuring additional riding comfort."

"In addition to coaches, said Cumming, "our city of Portland streamliners provide a choice of every variety of pullman berth and room accommodations and each carries a club-lounge car, a dining car and a diner-lounge car."

"What's in a Name?" Evening worship, with song service and evangelistic message. 7:30 p. m. Everyone is cordially invited.

METHODIST CHURCH
J. Palmer Sorlien, Minister
Morning worship and sermon, 11 a. m. Special music by choir, Oliver Creswick, director.
Sunday church school, 9:45. Oliver Creswick superintendent. Rally day for the Church School, October 1.

at O.A.C.
Rachel McDaniel died September 15 at the home of her son in Hardman. She is survived by three sons, Samuel and Edward of Hardman and William of Idaho and a daughter, Rachel Kinglen, of Bellingham.

A gas well has been opened up by well drillers on the A. M. Zink ranch a few miles east of Ione.

Dr. B. F. Butler and family left on Saturday for their new home in Salem. The Butlers recently sold their home to Ralph Bengte.

Miss Violette Corrigan entertained a large number of friends at her home on Butter creek last Wednesday evening.

CHURCHES

ALL SAINTS MEMORIAL CHURCH — Episcopal
Holy Communion 8 a. m. Morning Prayer and sermon 11. Church School, 9:45
Weekday services: Holy Communion Wednesday at 10 a. m.; Friday at 7:30 a. m.

LExINGTON CHURCH
Z. Franklin, Cantrell, Minister
We are starting our revival services Sunday, Oct. 1 and will have meetings every night at 7:30 and you are invited.
Church school 10 a. m. Worship and preaching 11 a. m. Singing and preaching 8 p. m. until Oct. 1.

ASSEMBLY OF GOD
Pastor Shelby E. Graves
9:45 a. m. Sunday school. This is rally day. A special program is being planned.
Worship hour 11 a. m.
Youth for Christ, 7 p. m.
Evangelistic service 7:45 p. m.
Tuesday, 7:34 p. m. Bible study and prayer meeting in Ione.

CHURCH OF CHRIST
R. J. McKowen, Pastor
Sunday school, 9:45 a. m. with classes for all. C. W. Barlow, superintendent.
Morning worship and communion 11 a. m. Sermon theme:

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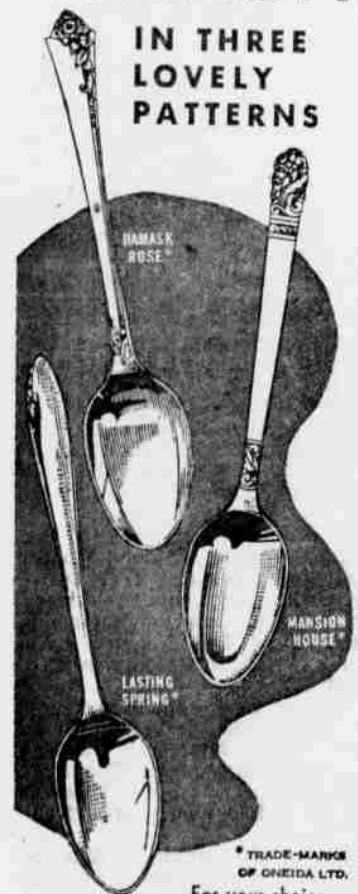
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Citizens having matters for discussion, please bring them before the Council. Phone 2572

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