

HEPPNER GAZETTE TIMES

MORROW COUNTY'S NEWSPAPER

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The Biggest Job Ever Handed Oregon Voters

Oregon voters will really hit the jackpot this November 4 when they troop into the polls and are handed their official ballot. In addition to a goodly list of names for county, state and federal positions there will be 18 state and two county measures awaiting them. If you thought the primary ballot was a dilly, you were right... but wait until you see this one.

There will not be as many unknown names on the general election ballot as there was before, but there is, without doubt, the most confusing conglomeration of measures that ever confronted voters in Oregon. The sad part of the whole thing is that many voters are going to take one look at the unwieldy list and say "give it back to the Indians."

We can hardly blame a person for having such thoughts, but the matters upon which each of us will be asked to vote are too serious to brush aside so lightly. A wrong vote on some of them could cost the average individual many dollars in tax money. One of the most confusing is the so-called "truck fight" bills—there are two of them on the ballot, and to sustain the measure adopted by the last legislature the voter must vote Yes on one measure and No on another. We believe the action of the legislature should be upheld, for it established the weight-mile principle for truck taxation which is aimed at equalizing the tax paid by all motor vehicles in proportion to the wear and tear each one gives Oregon roads.

The big trucks—the "long-haul" jobs, are fighting the bill which would increase their taxes. As part of their fight they have initiated measure number 330-331 which would make it illegal for the state to assess the tax called for under Referendum measure 318-319. To vote No on both, or to vote Yes on both would tie the hands of the state in the matter of equalizing the tax for roads. See what we mean when we say this ballot is going to be complicated?

We have no fight with the big truck interests, for they serve a very important purpose in our overall transportation plan, but if they are not paying their share of highway construction and maintenance costs, who pays it? The rest of us, of course! If the big truck interests get their way license fees and taxes on passenger cars, farm trucks, short haul trucks such as logging and lumber trucks, delivery trucks etc., will have to bear the load.

We urge you to study the measures (you will receive your Voters Pamphlet shortly) and then

vote 318 Yes and 331 No. There will be plenty of information available on both sides of the question during the next six weeks and it all deserves your consideration.

Oregon voters have a big job ahead of them if they are to understand these and many of the other measures. If he waits until he is handed the official sheet at the poll on November 4 it will be almost impossible for him to cast a "considered" ballot. The whole ballot this fall needs consideration, and lots of it.

Desk-Ology

Had a friend in the office the other day who remarked, "Why don't you ever clean off your desk?" Now, to some people that statement might sound a little obnoxious, but not to us—we're used to it.

We've been around a little and have looked in on some of the best known editors in the state at one time or another and we have come to the conclusion that we still have a lot to learn in this matter of keeping a desk well covered. We must admit, as we look over the orderly array of junk which adorns our corner of the office, that there could be an improvement—and we're really working on a system that will improve the availability of our desk-top file. For one thing, we know we are being a little sloppy when we push our desk close to the wall in a corner to keep the stuff from dribbling off on the floor.

That's the point we're working on right now and we know a couple of editors who have developed the art of stacking valuable papers, pamphlets, letters and even government reports to heights we don't even dream of—and, mind you, on a desk that stands smack in the middle of the room, not even on wall for it to lean against.

We're not that good yet, and from what little information we can get out of these experts on "desk-ology" it took years and years of practice to develop a system of piling that will keep the stuff piled.

There's another point to remember too. If every business had to haul its office as much "junk", and we mean the word in its literal sense, as every newspaper receives each day in the mail, we'll bet there would be a lot of business men taking lessons from newspaper men on how to handle the desk piling problem.

We know we'll get numerous suggestions on how to take care of it, and most of them will recommend that we "throw it away."

That isn't quite the right answer, though, for we don't like to offend the government too much—most of the junk comes from there.

DID YOU KNOW . . .

By O. M. Yeager

That the very first officers elected in Heppner were Henry Blackman, mayor; E. R. Swinburn, Elis Minor, Thomas Morgan, J. B. Sperry, S. P. Garrigus and George Noble, councilmen; M. C. McDougall, treasurer and O. H. Hallock, recorder.

The entire mercantile business for the year 1888, says the Gazette of that year was \$300,000, but was over \$1,000,000 for the year 1889.

The Fair building (Case Apts) was built in 1889.

That most of Main Street on the east side was burned to the ground in 1899.

That Lexington and the surrounding country clear to Pine City was almost entirely destroyed by a cyclone, killing several people and injuring scores of others. This cyclone demolished almost every house in Lexington and was the year of 1888.

That in the year 1888 the railroad was built into Heppner. In 1891, the Heppner Gazette says that 65,000 sheep were driven out of the country and sold, but there were plenty left. This was the year of hard times.

In the years 1886-1887 the people of Heppner built and donated the first court house and site to the newly formed county seat.

That in the year 1898, at the Republican convention of Morrow County, the following resolution was submitted: "We favor the reduction of the salaries of the sheriff and clerk of Morrow County."

In 1888, the Oregon Legislature voted \$10,000 for the improvement of the road over the Blue mountains to Monument.

That Heppner's first name was Stansbury's Flat, in honor of George W. Stansbury, who bought the site from a man named Estes. The very first house built in Heppner was a small log cabin on the corner of what is now May and Chase Sts. and occupied by Bob's gunsmith shop.

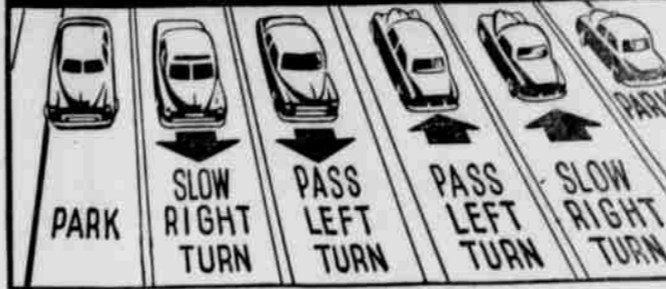
CHURCHES

THE METHODIST CHURCH
J. Palmer Sorlien, Minister
Sunday Sept. 21.
Morning Worship and Sermon

Sportsmanlike DRIVING



STAY IN YOUR LANE



POSITION YOUR CAR

When driving a car, follow the adage—"A place for everything and everything in its place."

There is always a proper place for your car on the street. That proper place is YOUR OWN LANE, says the AAA driver training book, "Sportsmanlike Driving."

Which lane is yours? That depends: How many lanes are there? What speed are you driving in relation to the speed of other cars? Will you make a right or left turn? Are you near curves or hillscrests? What

are the traffic conditions? What do the road markings direct? Consider every one of these things in deciding which lane is yours.

A driver out of proper lane is a trespasser, an outlaw, a committer of a foul. He robs the traffic pattern of the factor of safety.

Obeey lane markings. Stay in line at curves and hillscrests. Pass only on the left. Maneuver safely to correct lanes for turns you will make. Drive in your own lane!

Fall Crop Planting Prospects Outlined By OSC Economists

OREGON STATE COLLEGE—strong markets for oats and barley, steady prices for hay and wheat, abundant supplies of seeds and bright prospects for pastures are seen for this year's fall-planted crops.

These are the highlights of information on Oregon's 1953 farm future as outlined in the latest issue of "Oregon Agricultural Situation and Outlook" by OSC extension service economists. Copies are now available from the Morrow county Agents office, and have been mailed to all farmers of the county.

Feed grains and forage are likely to stay close to the top of the "most wanted" list in 1953, Economist M. D. Thomas points out in the publication, but the situation may be different in other places where big supplies and prospects for large carry-overs weigh heavily on next year's market.

The feed grain market is strong because of continued heavy grain demands combined with shrinking reserve supplies, Thomas explains. A large 1953 corn crop could upset the oats and barley

feed cart but the odds are against it.

While the national wheat picture remains about the same, a bumper 1953 crop might make it necessary to put on the production brakes, Thomas concludes. "Planting less wheat this year and feed more grains could help postpone the day of reckoning that seems in store for wheat", is the way he views the wheat outlook.

This year's hay supply in the Northwest is about 5 percent above last year. Supplies seem likely to increase further in the next few years which may bring prices down a little, the economists say.

Seed prospects for the new year are dimmed by big reserves of all kinds of cover crop seeds. Crimson clover and common ryegrass look like the best seed crop bets for planting this fall but even there the prospects are none too bright.

Pastures offer real promise to Oregon farmers, however, as a means of making dollars do more, the economists report. Many Oregon farmers have found more and better pastures one way to beat high feed prices. Pastures are one of the cheapest sources of livestock feed and should not be overlooked in 1953, Thomas writes.

Mr. and Mrs. C. A. Ruggles have returned from a few days spent in Portland.

at 11 a. m. Special music by the choir. Mr. Oliver Creswick, Director.

Sunday Church School at 9:45 a. m. We have classes for every age.

Choir Practice Thursday at 8 p. m.

ALL SAINTS MEMORIAL CHURCH (Episcopal)

Holy Communion 8.
Church School 9:45.
Morning Prayer and Sermon 11.
Holy Communion Wednesday at 10.

Choir Practices—
Boys—Immediately after school on Tuesdays.

Girls—Immediately after school on Wednesdays.

Adult Choir—Thursday evening at 8.

CHRISTIAN CHURCH

Earl L. Soward, Pastor
Bible School begins at 9:45. Classes for all ages. The young married people's class conducts a nursery during the morning church service also.

Morning worship begins at 11. The Lord's Table is spread at every Sunday morning service. Sermon this Sunday will be on "The Hope of the Community."

Sunday evening service begins at 7:30. Sermon, "A Bible Business Woman" by the pastor.

Choir practice will be at 8 on Thursday.

If you bought it.. TRUCKS brought it



Keep Taxes Down VOTE X 330 YES VOTE X 319..NO
To stop taxes that increase your living costs!

Suit Demands Ballot List Racing Income

A legal attempt to force Earl T. Newbury, Secretary of State to publish on the November ballot the estimated \$972,813.79 which will be lost in tax revenue if the anti- pari-mutuel racing bill is passed by the voters was filed in Salem Tuesday.

The petition for a writ of mandamus, challenging a recent ruling by the attorney general, which would prevent publication on the election ballot of this tax loss of nearly a million dollars, cited the "price tag" act of 1951 in support of the demand.

The petition was filed in Marion County Circuit Court by Dr. Frank R. Menne, chairman of the Oregon state racing commission, and Henry W. Collins, Portland.

They charge it is the duty of the Secretary of State to show the estimated loss or cost to the state that would result from all measures. Menne cited the Motor Carrier Highway Transportation Tax Act, School District Reorganization Act, Cigarette Stamp Tax Revenue Act, and other similar measures which come under the "price tag" act, and asserted the anti- pari mutuel bill should also come under this provision.

NEED Envelopes, Phone 882

DR. EDWARD K. SCHAFFITZ OPTOMETRIST

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PRESENT BY

Lexington Implement Company