

**DR. EDWARD K. SCHAFFITZ**  
OPTOMETRIST

Heppner Clinic Bldg., 103 Gale Street Heppner, Oregon  
TELEPHONE 3373

OFFICE HOURS:  
Mon.—Tues.—Wed.—Fri.—9:00 A. M. to 5:30 P. M.  
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**County Agent News**

By N. C. Anderson  
Several new developments or "twists" in housing have been announced recently. For the farm or city dweller who is building or remodeling their homes these new ideas might help make the home a better place to live.

One is a new plastic window. Specially designed processes combine plastic materials, stainless steel and aluminum into a thin section window which is claimed to be rot and rust proof, unaffected by salts and acids, reducing condensation trouble on frames, etc. The window comes with combination screen-storm unit. Oregon State College's rural housing specialist says that this has good possibilities.

A non-sweating water closet is now offered on the market in a model which is made with rubber insulating liner inside the tank to keep the cold water in the tank from cooling the outside surface.

A new development in residential heating uses the crawl space under the basementless house as the cool air returns for the warm air central heating system. When this is done the crawl space is constructed without ventilation and the ground under the house is covered with a 2-inch layer of concrete. The objective is warm floors for the basementless house. The method is approved by the Federal Housing Administration when sufficient drainage is available to keep the crawl space dry. This is considered a great advancement in residential heating. Many new homes will be using this method in the next few years.

On the basis of observations

made during a seven week survey in Mexico and border states, by representatives of the office of Foreign Agricultural Relations, U. S. D. A., it is estimated that approximately 500,000 head of live cattle from Mexico will enter the U. S. during the next twelve months. Actual numbers imported will depend upon export quotas established by the Mexican government.

Drought conditions in some areas of northern Mexico, favorable pasture conditions in other areas, and anticipation over the past two years of the eventual opening of the U. S. border have all influenced the numbers and kind of cattle available for export. As the months of best grazing in northern Mexico are from September through December, cattlemen will have a number of months after September 1 during which they can market thin steers before pastures begin to deteriorate. However, the movements are expected to be larger than normal during the fall months.

Some 19 packing plants were established in northern Mexico during the six years the border was closed. Cows and a number of older steers may be retained for slaughter in Mexico. Meat from these animals is likely to be exported to the U. S.

Pasture and range conditions in northern Mexico will be one of the important factors in determining the number of older steers that will be slaughtered in Mexico or be sent into the U. S. as feeders. The Mexican export taxes on meat may be lower than those for live animals in order to aid recently established Mexican packing plants.

Normally a large portion of Mexican cattle move to the border states of Texas, New Mexico, and Arizona for grazing. Some rain since May has brought slight relief to south west Texas and adjoining areas which have been dry for the past two years. A sizeable number of these cattle grazed in the border states eventually are moved to the midwest for fattening and slaughter. Some may move to feed lots in California. In general, western U. S. feeders prefer good uniform Mexican Herefords, even though they are thin and in rather rough conditions, to the less suitable cattle that have moved in from the gulf states and from Florida.

The general price level will depend upon the U. S. market,

**Boardman News**

Continued From Page Two  
live on forever.

Out of town relatives besides Mr. and Mrs. Vernon Root and sons were Mr. and Mrs. Albert Macomber, Arlington; Mr. and Mrs. Edd Barlow and daughters, Renton, Wash.; Mr. and Mrs. Max Deweese, Grandview, Wash.; Mr. and Mrs. Albert Mefford, and Mr. and Mrs. Russell Mefford and daughters, Salem; George Mefford, Burns; Mr. and Mrs. Ray Dull and daughter, Corvallis; and Mrs. Olive Mefford, Corvallis.

Mr. and Mrs. Bernard McLaughlin returned home Friday after many months in Wyoming and Utah where Mr. McLaughlin was receiving medical care. McLaughlin's sister Mrs. Wm. Milligan drove the car home for the McLaughlins, returning to her home in Rock Springs, Wyoming, Monday.

Mr. A. R. Fortner received word of the death and burial of his brother Mr. Fred Fortnar in Portland Saturday October 18th. Mr. and Mrs. Fortner were in Sherman county and did not receive the word in time to attend the funeral.

Mr. and Mrs. Wm. L. Johnson, McMinnville, Oregon were callers at the Dave Johnston home Monday. Mrs. Johnson will be remembered as Miss Beardsley, niece of Tom Hendricks.

Mrs. Alouise Anderregg, San Francisco arrived Friday for an extended visit with his brother Andy Anderregg and his nephew and family Mr. and Mrs. Chas. Anderregg.

Mrs. Olive Mefford, Corvallis, will remain here for a few weeks with her daughter Mrs. Leo Root.

Donald Gillespie, student at EOCE spent Monday evening here with his parents Mr. and Mrs. Z. J. Gillespie, coming down for a visit with his uncle and aunt Mr. and Mrs. Edd Barlow and daughters, Renton. Others coming for a short visit were Mr. and Mrs. Truman Messenger Sr. and sons Gerry and Carroll, Mr. and Mrs. Billie Marquardt and children all of Lexington, and Mr. and Mrs. Truman Messenger and daughters, Hermiston.

carrying capacity, and the need for Mexican cattle on ranches and farms. There has been no report of any cattle moving across the border from Mexico as yet.

**VOTE 320 X YES**

for school district reorganization

- ✧ Make good schooling available to every child
- ✧ Make your school tax dollar go further
- ✧ Strengthen local control of schools

Pd. Adv. Committee for School District Reorganization, Mrs. Sarah H. Knack, Secretary, 1006 Broadway Building, Portland, Oregon.

**U. S. CONGRESS**

**SAM COON**



SAM COON, farmer and Senator from Baker County, and present chairman of the powerful Senate Agriculture Committee . . .

**SAYS**

"I believe that we should help build up the nations of the world with arms to combat Communism. However, I believe that we cannot build up the economy of Europe to our level or it will work in reverse and drag the American economy down to their level."

In these days of high taxes and uncertainties, it behooves the people of this agricultural and lumbering community to put one of their own kind in Washington to protect their interests.

**SAM COON for U. S. CONGRESS**

Paid for by the Coon for Congress Committee: Lawrence Neault, Chairman

**DON'T BE HALF-INFORMED  
...KNOW THE WHOLE TRUTH  
ABOUT THE PROPOSED TAX  
BILL!**

"Constitutional Amendment  
Providing Equitable Taxing Method  
for Use of Highways"

**They say...**

The trucking industry is trying to avoid a fair share of highway costs

Don't be HALF-  
Informed

The trucking industry can't exist without good roads...a FAIR highway use-tax is a good investment

**They say...**

The proposed bill will increase registration fees for automobiles

Don't be HALF-  
Informed

**330 X YES** need not increase Automobile Fees  
Setting of fees will remain in the discretion of the legislature

**They say...**

the BIG truckers are behind this proposed amendment

Don't be HALF-  
Informed

81% of OREGON TRUCKERS own 3 or less trucks, 46% own only 1 truck...it's an industry of SMALL BUSINESSES

**END THE TRUCK TAX MESS  
VOTE 330 X YES**

YOUR LIFE AND COMMUNITY DEPEND ON TRUCKING...  
AMERICA'S 2ND LARGEST INDUSTRY IN EMPLOYMENT!



Oregon Highway Council, Elley Sills, Pres., 422 S. E. Grand, Portland, Ore



**FORD'S FIRST with the MOST!**

**FIRST in POWER!**

Ford's 110-h.p. Strato-Star V-8 is the most powerful engine... the only V-8 offered in a low-priced car! Ford's 101-h.p. Mileage Maker Six is the industry's newest, most modern Six!



The '52 Ford brings you more power, more comfort, more "looks" and more "can do" than any other low-priced car! You can see it in Ford's new, longer, wider bodies of modern design. You can feel it in Ford's smoother, more level ride... in Ford's 25% easier steering. And, you can sense it in the more spirited response of the '52 Ford—whether it's the 101-h.p. Six or 110-h.p. V-8!

**FIRST in RIDE!** For the first time, in the low-price field, you can enjoy a truly fine-car ride! Ford's new Automatic Ride Control with its diagonally mounted rear shock absorbers and new spring suspension gives you a bump-leveling, highway-hugging ride.



**FIRST in STYLE!**

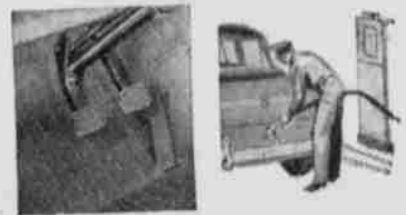
This longer, lower style leader has the newest, most advanced body in the industry! It's styled to stay beautiful for years, and it's quality-built to stay young.



**FIRST in VISIBILITY!** New Full-Circle Visibility gives you the only one-piece curved windshield, plus car-wide rear window, in Ford's field. New I-REST tinted glass... available on Custom and Crestline models... guards against glare and reduces heat.

**FIRST in CHOICE!**

Ford offers the widest choice by far in the low-price field. 18 models... 11 body styles... 2 engines: V-8 or Six... 3 transmissions: Fordomatic, Overdrive or Conventional... and the most body, upholstery and color combinations.



**FIRST with the NEWEST!**

You'll find Ford has made more advances for '52 than any other car in its price field. You get new features like Power-Pivot Clutch and Brake Pedals, suspended from above, to allow more foot room, eliminate dusty, drafty floor holes. You get Center-Fill Fueling for easier gas filling from either side. F.C.A.

*Test Drive!*  
the '52 **FORD**

I-REST glass, two-tone colors illustrated, Fordomatic Drive, Overdrive, and white sidewall tires optional at extra cost. Equipment accessories and trim subject to change without notice.

*You can pay more but you can't buy better!*

**ROSEWALL MOTOR CO.**