

# HEPPNER GAZETTE TIMES THIRTY YEARS AGO

MORROW COUNTY'S NEWSPAPER

The Hepner Gazette, established March 30, 1883. The Hepner Times, established November 18, 1897. Consolidated February 15, 1912



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Published Every Thursday and Entered at the Post Office at Hepner, Oregon, as Second Class Matter. Subscription Rates: Morrow and Grant Counties, \$3.00 Year; Elsewhere \$4.00 Year. Single Copy 10 cents.



Several plans and administrative systems in use by Oregon's Department of Finance and Administration have been adopted by other states. Harry Dorman, director, reports on his return from a two-weeks trip east where he consulted with state officials and exchanged ideas at the state capitals of New York, Michigan, Maine, Massachusetts.

Among the many fundamental duties of the state director of finance and administration, as prescribed by law, is to install and modify accounting systems for state agencies and officers; to develop plans for improvement and economy in their organization and administration.

Michigan and New York state officials visited with Director Dorman two years ago. On his visit this year they gave him a warm welcome to Lansing and Albany and were cordially cooperative in explaining what is new in plans and experience. For a small state, Maine is well up in modern methods. Time and weather cut the Boston visit short.

Director Dorman was a guest of the International Business Machines Company in New York. Their demonstration department is like a look into the 21st century. The new time-saving and accuracy-assuring business machines approach the unbelievable. A new machine that answers

questions rents for \$18,000 a month (it is not sold). It has thousands of cylinders and each cylinder answers 10,000 questions.

### CAPITAL POST OFFICE

The recent arrest of a young employe of the mail department of the state capital buildings group for taking money from letters was not the first discrepancy discovered.

However it was enough to bring a decision from Secretary of State Earl T. Newbry and Assistant William E. Healy to request the State Department of Finance and Administration to take over management of mail collections and deliveries. The law is set up for this department to do so.

The handling of mail by the state began about 1915 and from time to time has been an alternate migraine headache, particularly during the past seven years. The increase of mail handled, the difficulty in procuring trainable help and the recent general sag in integrity has made it hard to keep a trained crew. Some fine workers have been on the job for fifteen years or more, nevertheless.

### HOSTS NOT LIABLE

A social guest cannot recover from her hosts for personal injuries resulting from a fall when there is no concealed danger or active negligence, the State Supreme Court ruled Wednesday.

The opinion by Justice Walter L. Tooez confirmed a decision by Judge Bohannon of Tillamook county in the case of Georgia McHenry vs. Horace W. Howells and Jane Doe Howells.

### UTILITIES DISPUTE

Any Union County petitioner may proceed against the California Pacific Utilities Co. for con-

## Lexington News

By Delpha Jones  
Miss Patricia Majeske who is employed at the Good Samaritan hospital in Portland is visiting for a few days with her parents, Mr. and Mrs. A. F. Majeske.

Mr. and Mrs. Eugene Sawyer (Patricia McMillan) who have been making their home for the last 7 months in Gary, Indiana, arrived Friday at Mrs. Sawyer's parents, Mr. and Mrs. W. E. McMillan. Mr. Sawyer is at present employed at the Blaine Chapel ranch at Hardman.

Mr. and Mrs. Everett Crump of Corvallis returned home after a weeks visit at the Charles Breshers home.

Guests at the O. W. Cutsforth cabin in the mountains on Sunday were: Mr. and Mrs. A. F. Majeske and daughters Audrey and Pat and grandson Stephen, Mr. and Mrs. W. E. McMillan, Mr. and Mrs. Eugene Sawyer, Mr. and Mrs. George Irvin and children, Mr. and Mrs. O. W. Cutsforth and Mr. and Mrs. Lyle Cox and family, and Mr. and Mrs. Ron Olsen of Walla Walla and Mr. and Mrs. C. C. Jones and children. The Jones, Cutsforth and Cox families remained until Monday evening.

Contributing funds to a campaign to defeat a PUD bond issue, Attorney General Robert Y. Thornton said Wednesday.

Thornton said the company's contribution to a committee opposing the issue was in violation of Oregon's corrupt practices law and punishable if found to be "deliberate, serious and material." The company is alleged to have contributed \$4,000.

## Heat Sickness Precautions Given

From Files of the Gazette Times July 10, 1924

A better show than ever is promised at the Hepner Rodeo this year, the dates for which were set for September 25-26-27 at the council meeting Monday evening.

Misses A. C. and Minnie Lowe, Violet Hynd and Henry Krebs, Cecil Lieuallen, returned to Ceell on Sunday after spending the Fourth at Ukiah.

The first wheat of the new crop was brought to the Hepner elevator yesterday, it being part of the harvest of Ed Barlow on the Hepner flat.

Bob Wightman is convalescing from a rather severe attack of the flu, at the Wightman farm below town.

Showing July 13-14 at the Star Theater, Pola Negri in "Bella Donna".

Roger W. Morse, county agent, and family spent the Fourth in Vancouver, Wash., visiting with relatives and friends.

Miss Dona Barnett and Mrs. Trina Parker are spending the summer at the summer home at Camp Sherman on the Metolius.

Mrs. W. J. Van Winkle Jr. and children and Mrs. Bernard Doherty and children returned home Saturday from a week spent in the mountains at the Van Winkle cabin.

Mrs. Richard Zita and two daughters of Connecticut returned home by plane last Friday evening taking the plane from Pendleton. Mrs. Zita is the daughter of O. W. and Alta Cutsforth and has been visiting here since the first of May.

Mrs. C. H. Breshers and Mrs. Wilbur Steagall were Umatilla visitors on Friday.

Mrs. Earl Warner and daughter Mrs. Clarence Hays and family were Walla Walla, Wash., visitors last week.

Deanna Steagall returned home after a week spent in Pendleton at the William Donschot home. Mr. Donschot was recently killed in an airplane accident at Enterprise.

Mr. and Mrs. Loren Grey of Aurora, Kansas was renewing acquaintances in Lexington and Hepner last week. He will be remembered as the son of Charles Grey and lived in Lexington for several years.

Mr. and Mrs. Lawrence Dunn are employed at the Don Pointer ranch.

Those going to Lehman for the 4th were Mr. and Mrs. Dean Hunt, Donald Hunt and mother, Bertha Hunt, Mr. and Mrs. Pine Thornburg, Mr. and Mrs. Alex Hunt, William J. Van Winkle family, Mr. and Mrs. Bergan Ledbetter.

3. Wear light porous clothing.  
4. Increase the use of salt to offset the excessive loss of salt in the body through perspiration.  
5. Drink water often throughout the day, one glass at a time.  
6. Eat nutritious food but avoid over-eating—Vitamin C lost through perspiration should be replaced with fruit juices.  
7. Avoid ice water and alcohol.

## Boardman News

BOARDMAN—Mr. and Mrs. E. Briggs was host and hostess to a group of friends July 4th with a picnic dinner lawn party. Enjoying the day were Mr. and Mrs. Chester Flannigan and granddaughter Audrey, Hermiston, Oregon; Mrs. Gertrude Davis, The Dalles; Mr. and Mrs. Ray Brown, Need Letterheads? Phone 6-9228

## I LIKE WHAT I SEE IN AN AERO WILLYS

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Kaiser-Willys Sales Division, WILLYS MOTORS, INC., Toledo 1, Ohio

### Farley Motor Company

HEPPNER

## Motorloggers Roam Pioneer Toll Roads Across Cascade Mountains

### Trip Offers View Of Crooked River Canyon Near Cove

The following is a condensation of a motorlog appearing June 27 in NORTHWEST note magazine of The Sunday Oregonian. It is one of an annual series sponsored jointly by the Oregon State Motor Association and The Oregonian.

BY LEVERETT RICHARDS  
Staff Writer, The Oregonian

Want to play Indian? Want to explore the passes of the Cascades? Just follow the Oregon State Motor Association's white explorer car, you steering wheel athletes.

We took U. S. highway 26 out of Portland and made like pioneers, following the route of the old Barlow road through Sandy, Brightwood, Ziegler and Rhododendron to Government Camp. Signs along the way mark the route followed by the first wagon train to cross Oregon's northern Cascades in 1845, over Barlow's rugged road, which remained in use until decided to the state by George Joseph in 1919.

Leaving the fir and then the pines behind, you roll onto the high prairies into real Indian country—the Warm Springs reservation. Here you see the incredible canyon of Mill creek sunken in the prairie floor.

From ancient days trails made by the Indians crossed this plain. Over them passed Peter Skene Ogden, Hudson's Bay factotum, in 1825 and 1826, with his trapping parties. Nathaniel J. Wyeth, famous fur trader, followed this trail south in 1834 and 1835. Capt. John C. Fremont, exploring for Uncle Sam, took the same route south in 1843. Lt. Henry L. Abbot surveyed the area for a railway in 1853.

### Route Forks at Madras

At Madras, if you like luxury, you can follow U. S. highway 97 to Redmond, and then take U. S. highway 123 to Sisters. If you like to explore and not mind a little dust and narrow, one-way, rocky mountain roads, follow The Oregonian-AAA motorlog out of Madras to Culver, thence on a gravelled road leading east to Cove Palisades state park.

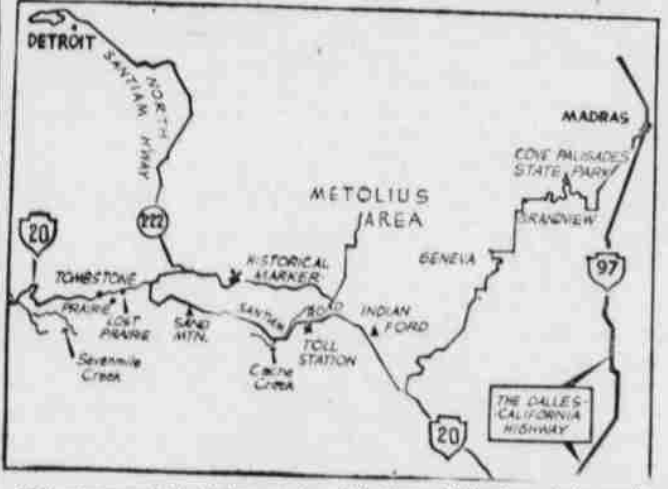
Signs—some standard, some hand-lettered in red paint—point via a devious route to "Cove." Stop at the top of the Crooked river canyon and visit the view points off the main road a thousand feet or so. Then take your time easing down the one-way rocky road into the canyon.

Camp among the junipers in the shadow of the 1000-foot rampart that gives the park its name. The state has just finished 42 new overnight camping spots, in addition to picnic sites that have handled more than 500 persons in a day.

Climbing out of the picturesque Crooked river canyon past striking Ship rock, a geological show-piece, you dive back down into a canyon of the Deschutes, then up again along a mountain goat trail to the high plateau country where sheep, cattle, coyotes and



Santiam toll road is little changed now from this 1903 view near Big lake, looking toward Mt. Washington. (Forest service)



Motorloggers left highways to visit Cove Palisades state park on Crooked river and old Santiam toll road spanning Cascades.

deer constitute the only traffic. Follow the "Grandview loop" sign through Grandview and Geneva to Sisters, a winding, dusty trail, but passable for any auto all the way at this time of year.

If you've had enough of winding through the pines with something new and primitive awaiting you at every twist and turn of the road, you can follow the broad, black ribbon of U. S. highway 126 down the McKenzie to Eugene, U. S. highway 20 to Albany or state highway 22 to Salem.

We took highway 20 to look for the ghosts of the redskins, the trappers, the mountain men, and after them the road builders that blazed the trail we traveled.

Sure enough, scarcely five miles out of town, at Indian Fork, there is a roadside historic marker at the spot where Indian trails used to converge for the passage through the Cascades over the Santiam pass.

### Forest Map Shows Road

Another four miles west you leave the pavement for the old Santiam toll road, also called the Willamette and Cascade Mountain wagon toll road.

You can get a forest map at the Sisters ranger station to help you. But there will be no problem following this forest truck trail through the parklike pine woods, about five miles to the old Cache Creek toll station, which is marked by a roadside sign.

Intrepid motorists should check with District Ranger Harold Gus-

## BOATS

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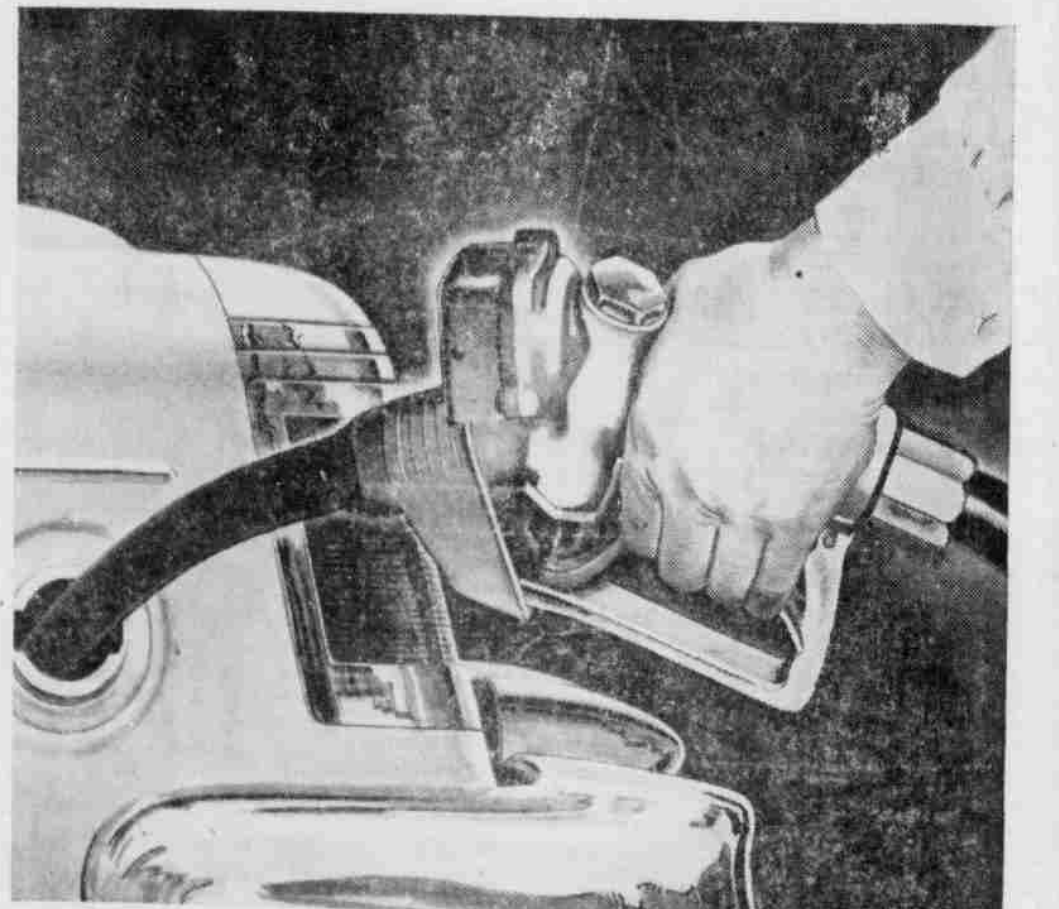
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### MOTOR SERVICE

## Here's one place where today's dollar goes further



In the fondly-remembered time of the nickel trolley and the 25¢ T-bone, gasoline for dad's 1925 model cost about 18¢ a gallon (excluding taxes). Sounds like a bargain—yet it really cost more than today's gasoline. The reason is clear when you keep this fact in mind: You fill your car's tank with gasoline, but what you're actually buying is *mileage*. Naturally, you'd rather pay \$1 a gallon for gas that gave you 100 miles a gallon than buy 10¢ gas that delivered only 5 miles to the gallon. And that's why today's gasoline costs less than motor fuel of 1925 . . . it gives you *more miles to the dollar*. Research by companies such as Standard Oil Company of California has improved gasoline spectacularly over the years. This better motor fuel made more efficient auto engines possible, and together they give you up to 50% better mileage than motorists got in the '20's. On top of that, competition between oil companies has helped to hold down gasoline prices. Since 1925, they've risen only 20% (excluding taxes) while food has gone up 70%, clothing 63%, and the cost of living 53%. Compared to practically anything else you buy, gasoline is a bargain. Your money goes further when it goes for today's finer gasoline that delivers more miles to the dollar.

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