

HEPPNER GAZETTE TIMES THIRTY YEARS AGO

MORROW COUNTY'S NEWSPAPER

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The Barge Company's Problem is Our Worry, too

We doubt that many persons have realized it yet, but one of the most significant and important things to occur to this section of the state in some time was the announcement about six weeks ago that the Inland Navigation Company, Columbia river barge operators, is pulling all of its operations out of the state. The effect may not be felt here for a while, but it could eventually mean the loss of a lot of money to Morrow county wheat farmers due to higher transportation costs.

The reason for the pullout of the Washington corporation, has been given as unfair competition by railroads in Oregon and a double-taxing policy by the state. The full import of the arguments have only begun to come out and there will undoubtedly be much said on both sides, yet one fact remains exceptionally clear—it costs money, lots of it, for a company as large as Inland Navigation to pull up stakes and move all of its physical properties out of the state. No company is going to do such a thing without having a substantial reason for it. The management of Inland Navigation say they have found the reason, and to eliminate the difficulty they are going to move their operations to another state where they feel they get fairer treatment.

The barge company claims that Oregon is the only state where railroads can cut rates when and where they please without any control by the state while competitive transportation methods are restricted as to rate schedules. They cite figures to prove their point. Their second reason is Oregon's taxing system whereby, even though the barge company is a Washington corporation, it is subject to Oregon tax whenever it does business on our side of the Columbia. That the company should not pay some tax for doing business in the state, is not argued. It is the amount of the tax that has brought on the difficulties apparently. According to a statement by the manager of Inland Navigation, each time one of his barges stops at an Oregon port for repairs, to pick up supplies, personnel or to discharge on pick up cargo, the company is taxed by the state of Oregon more than double what it is taxed in any other state in which it does business.

On the surface the announcement of the pullout from Oregon coupled with some of the other statements by the company would make it appear as though it would eventually refuse to accept cargo destined to or from Oregon. If that is the eventual plan, it is not a bright thought for those of us in this section of Oregon who must ship practically everything we produce.

The state tax commission doesn't seem to be very helpful in trying to get at the bottom of the trouble either, according to stories coming out of Umatilla county earlier this week when the barge line's troubles were pretty well aired. State tax commissioner Sam Stewart, during a discussion at Pilot Rock made a couple of statements on the subject of taxes which seem to us to be contradictory yet they were apparently made on the same subject—that of Inland Navigation's trou-

bles. First he said that taxes are a minor consideration in the total cost of business. He also stated that very rarely do tax concessions bring in business, and then turned around and said that tax penalization will drive business away—exactly what Inland has claimed is one of the reasons why it is getting out of Oregon.

It may be true that taxes are a minor part of business cost (and that statement could bring forth much argument too) but the fact still holds that Inland is getting out of Oregon at least partially because of high taxes or an unfair taxing system. If has long been claimed that Oregon's tax structure has a tendency to keep industries out of the state rather than encourage them to come (as the heavy influx of new industry in the Vancouver, Washington area during recent years while few came to the Oregon side of the river tends to confirm), and the Inland Navigation move certainly gives such arguments more weight.

We don't claim to know many of the facts or answers, but many more will come out in subsequent hearings along the reaches of the Columbia in Oregon, and one of the most important jobs the 1955 legislature should have is to get to the bottom of the trouble. If changes are needed in control regulation or tax laws, the legislature can and should make them without further delay.

Conservation Pays Off

Does conservation of the land pay off for the farmer in dollars and cents?

A survey made in Illinois helps tell the story. Over a ten-year period, careful records were kept of a group of farms where approved conservation practices are used and also of a group of physically comparable non-conservation farms. The facts produced are striking.

At the beginning increases in farm income from good conservation tended to be relatively small. But later on they rose abruptly. At the end of 10 years, the conservation farms returned eight dollars more net income per acre than the non-conservation farms. And, of great importance, the conservation farmers maintained and improved the productivity of their land. Non-conservation farmers, on the other hand, were forced to mine their land to earn a profit—to deplete it, and to progressively reduce its productivity.

The money-making practices which go to make up a complete conservation farm plan are simple. They consist of such things as proper land use; testing and treating the soil; crop rotation; good water management, including contouring, terracing and drainage; and efficient use of legumes, grasses and other livestock feeds.

Not many years ago such a program would have been far from simple. For one thing, little was known about how to conserve land. For another, the farmer's main tools were his own muscles and those of draft animals. Now science has given us the necessary knowledge—and in modern mechanical farm equipment we have the efficient, economical tools that are needed to do the job. We can conserve our irreplaceable croplands—and we must.

From The County Agent's Office

By N. C. Anderson

From a weekly grain market review, a note of optimism for wheat farmers comes. It states that export demands for grain and vegetable oils is much greater than has been expected. Furthermore, some sales have been made for cash. Most of the movement so far has been in wheat, but deals in corn, rye, rice, and edible oils seem to be coming in soon. Bad weather in many countries has suddenly brought about a need for both food and feed from our surplus stocks. Grain crops were smaller than last year in most countries of the world except for southeast Asia, U. S. D.

A. economists predict an increase at least one tenth in total agricultural exports and grains are expected to lead the way.

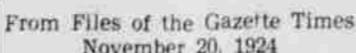
At Portland this week, wheat strengthened from one half to one cent. Good domestic demand, small receipts, and a good size sale to Japan, were the major influences. Japan bought 16 cargoes of wheat amounting to five and one half million bushels. Exporters were expected to fill most of the order from Commodity Credit Corporation stocks.

From the October report of the Bureau of Animal Industry, Mor-

row county seems to be holding its record in the smallest infection of Bangs disease for many years. During October, 45 herds with 1362 cattle were treated. One of these herds containing 65 head of cattle had a reactor which puts the percentage of reactors for that month at .073. This is surely an indication that Morrow county is cleaning up this disease, and should soon be able to be declared a certified Bangs free area. Two Bureau of Animal Industry veterinarians have been testing during the past two weeks and the test program will be further accelerated when Dr. Norene, practicing veterinarian, becomes established here and will test a part of the county in an arrangement with the Bureau of Animal Industry. Morrow County livestock disease control committee members are working towards a

Capital Parade

By Murra Wade



From Files of the Gazette Times November 20, 1924

Mrs. Chas. Vaughn and Mrs. Earl Gilliam entertained at bridge at the Vaughn home on Tuesday afternoon. Mrs. C. L. Sweek was awarded high prize and second was given Mrs. Hanson Hughes.

Mr. and Mrs. Jack Hynd of Heppner arrived at Butterby Flats on Friday. They were accompanied by Jack Hynd, Jr., and his pal Clifford Driscoll, both leading lights of Heppner high school.

The Girls Reserves, with Miss Elizabeth Phelps and Mrs. Roy Missildine as leaders, has started in Heppner with a good membership.

Frank Ljeallen and family are moving to Hood River, where they expect to reside in the future.

Ora L. Barlow, one of the young farmers living south of Jone, was a visitor in Heppner for a short time on Monday.

Now showing at the Star Theater, Bebe Daniels in "His Children's Children".

clean county by mid-January.

In order to keep up on current weed control problems, research and new control methods, Cal Carson, Morrow county weed sprayer operator, is attending the Oregon Weed Conference in Portland, this week.

It is interesting to note that farm population has been on a decline for the past two decades. The loss over the past twenty years, adds up to ten million people. Farm people make up 14% of the population yet receive only



THREE GOVERNORS

Oregon had three governors last week.

Governor Patterson left for Chicago on Monday to attend a meeting of the seven governors committee named by President Eisenhower to evaluate the president's proposal of expending \$10,000,000 annually for ten years on highway improvements.

When Patterson crossed the state line President of the Senate Eugene Marsh became the chief executive.

On Wednesday when Marsh and Speaker of the House Wilhelm (who follows Marsh in line of succession) left the state, Secretary of State Earl T. Newby became governor.

1956 CANDIDATES

The 1956 campaign started last week when Donnell Mitchell, defeated by Walter Norblad for Con-

gress from the first congressional district, announced he would be a candidate for the same office at the next election.

Mitchell said his defeat, "was caused by the fact that the Democratic party had no where near the huge amount of money to spend that the Republicans spent." He predicted that "next time we'll be better organized and have a full ticket." Of recent years Democrats have not had the courage to run against candidates who were furnished with enormous funds, he declared. Before the recent election word came from Norblad's friends that

he would run against Wayne Morse for the U. S. Senate. Since Morse's campaigning speeches for Democratic candidates in Oregon, Republican planners have raised their sights. They are now screening the party for "the candidate" to run against the Independent-Democrat. The ideal candidate, they contend, would be one who has not recently been before the voters. "SPILLED MILK" All of the "yes" votes to abolish Oregon's Milk Marketing Administration were not cast by irate milk customers with a

Continued on Page 5



"I'm buying a new car

NOW

...with a low-cost auto loan from First National"

Satisfy that urge to own a bright, shiny new car. It's easy, with a low-cost auto loan from First National. Just look over the new models and make your choice. Then tell your dealer you prefer to finance with First National. Or ask about auto loans at your nearby First National Branch. Easy terms, low bank rates make it even more fun to drive the car you've dreamed about!



We bring you

THE 1955 BUICK

New thriller in Style - Power - Performance

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

STAR THEATER, Heppner

Admission Prices: 70c, 50c and 20c including Federal Tax. Patronize your home-owned theater; we constantly attempt to bring you the finest entertainment available without the necessity of advancing admission prices.

Thursday-Friday-Saturday, Nov. 18-19-20

MASSACRE CANYON

Phil Carey and Audrey Totter in a good, brisk western.

Plus

JUNGLE GENTS

The Bowery Boys hunt diamonds in Africa but you'd never guess how they find them!

Sunday-Monday, Nov. 21-22

THE CAINE MUTINY

Humphrey Bogart, Jose Ferrer, Van Johnson, Fred MacMurray, Robert Francis, May Wynn. In Technicolor. The Pulitzer-prize-winning novel by Herman Wouk has become an outstanding film, hailed by public and critics as one of the finest of all time. Because of the magnitude of this film, we are running one extra Sunday show.

Sunday shows at 1 p. m., 3:30, 6:00 and 8:30

Tuesday-Wednesday, Nov. 23-24

SECRET OF THE INCAS

Charlton Heston, Robert Young, Yma Sumac, Thomas Mitchell, Nicole Maurey. Rare indeed the film taste that will not enjoy this adventure thriller, photographed in Technicolor in the wild and violent mountains of Peru. Yma Sumac is that famous Peruvian singer with the fantastic, birdlike voice; Nicole Maurey stole our hearts in her first American appearance in "Little Boy Lost".

A BRIGHT NEW FRESHNESS greets your eyes and tells you: Buick's done it again.

You see it in the bold distinction of that gleaming Wide-Screen Grille. You see it in the rakish sweep of the rear-end contours. You see it in the whole fore-and-aft newness of fleet-lined grace that marks Buick the beauty thrill of 1955.

New horsepower - up to 236

You learn more when you get the power story. Up to new peaks go the horsepowers of every Buick V8 engine—a whopping 188 hp in the low-price SPECIAL—a mighty 236 hp in the CENTURY, SUPER and ROADMASTER.

And it's new, more responsive, far abler power you can literally feel as you go.

But even bigger Buick news for

1955 is something more than style and power. It's what the "variable pitch propeller" now has done for Dynaflo Drive.*

Up goes performance - and gas mileage too

When you find it necessary to push the pedal to the floor board, you do more than call on the greatest high-compression V8 power in Buick history.

You do what a pilot does when he heads his plane down a runway.

You do in oil what he does in air—you cut down take-off time by using "variable pitch propellers."

In this case, the propeller blades are inside the Dynaflo unit. But they're engineered to swivel or change their "pitch" just like plane propellers—and with the same

result: one pitch for getaway, another pitch for gas-saving fuel efficiency.

And what you get in the way of instantaneous safety-surge with absolute smoothness, you can only believe when you feel it.

This you have to try

Of course, we want you to come and see the trend-setting new Buicks—look into the betterments in gasoline mileage that add new thrills to these spectacular cars.

But this year, "seeing" is only the beginning. So—while you join the crowds viewing the new Buicks this week end, make a date to get behind the wheel as soon as you possibly can. We promise you the thrill of the year.

*Standard on Roadmaster, optional at extra cost on other Series.

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Farley Motor Company