

# HEPPNER GAZETTE TIMES THIRTY YEARS AGO

MORROW COUNTY'S NEWSPAPER

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



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## The New Federal Highway Program—Will It Help Oregon, or Can it Hurt Us?

The federal highway program which Congress last week gave tacit approval, will provide Oregon with a total of approximately one-half billion (not Million) dollars in federal road funds over a 13 year period. To this amount will be added from 10 to 40 percent in matching state highway funds. That's a lot of money and it can mean a lot of things to the state.

Getting first priority on the program will be the reconstruction (in many instances) and widening to four lanes of divided roadway, all of highways 99 and 30 from the California line to Portland and from the Idaho line to Portland. These highways are to be limited or non-access highways unencumbered by cross traffic or signals which will be part of a great system of national highways. Another smaller portion of the federal money will be used to improve other roads in the state.

At first glance such a tremendous road-building project in the state would appear wonderful. Yet, a second and deeper look at what it may mean shows a picture not quite so bright—in fact downright fearful to a great many businessmen in Oregon.

WHAT IS THE PLAN?—A close examination of what a non-access highway from one end of Oregon to the other, and from one side to the other, at least as far as Portland, can mean to the cities and towns along the route can show but one thing. When these highways are completed they will no longer be on the "main stem"—they will all be bypassed and many of the thousands of businesses now located along the highways which depend entirely on tourists for their livelihood will be left holding the bag. The recent state highway program of bypassing has already effected many. Not all have been hurt seriously, but all have been hurt, just the same.

A PROGRAM OF CONTRADICTIONS—Another point we feel doesn't quite add up also concerns tourists. The state highway commission currently is carrying on an extensive advertising campaign throughout the nation to entice tourists to visit the state. The cost of such a campaign is well up into six figures, and the program is beginning to bring results for at the present time, the tourist business is one of the largest, dollar-wise, in the state.

When the new non-access highways 99 and 30 are completed, tourists entering Oregon via its main entrances will be funneled completely through the most scenic parts of our state and into Portland (or clear out of Oregon before they hardly realize they're here) without giving them a chance to take a few side trips and spend a few days looking over what we've got to offer. If that isn't a case of contradictions we never saw one.

How much the tourist business means to just one community in Oregon can be illustrated by

the tourist-host school put on this year by the Bend chamber of commerce. They teach merchants how to treat tourists so they will want to stay around a while and come back again, telling them that if just the tourists who come through Bend will stay ONE DAY LONGER it will mean an extra \$1,000,000 a year in the pockets of merchants of that city. Bend and other cities are making every effort to get tourists to come to their area and see what they have to offer for recreation and vacation. Yet, working against them will be the state's plan of THROUGH highways which will make every effort to get traffic through and OUT OF Oregon as quickly as possible.

We're not against good roads and highways—far from it, for there is no one who appreciates more the value of the new Columbia river highway and how much easier it is to get to Portland and the Willamette valley, but we can't go along with the idea of a system of very limited access or NON-ACCESS high way tunnels through Oregon. We think we can have good, modern, safe highways throughout our entire state without having to shunt all our tourist traffic into the bottle-neck at Portland which, scenically has much less to offer than many other parts of Oregon.

The East Oregonian Monday took editorial notice of the highway program and forewarned Pendleton residents that the plan called for the by-passing of that city by highway 30 and that thinking should be started now as to where Pendleton wanted the by-pass to go. They also said that "some cities are going to raise a ruckus (to no avail, of course) about being by-passed."

In many cases it is necessary to by-pass towns along a highway, and where through highway traffic only causes congestion in a town, business there can benefit by the elimination of heavy traffic. What hurts though, is when a town is by-passed and no provision is made for the relocation of tourist facilities such as service stations, motels, cafes, etc., along or adjacent to the new highway. The prize example of such action by the state Highway commission is the new Wilsonville highway from Portland to (or rather around) Salem and south. The road is beautiful, but from Tigard, just out of Portland to a point about 10 miles south of Salem there is not one motel, cafe or even service station allowed along the road. If you forget to get gas in Portland and run out anywhere along the road, you can look forward to quite a hike to find any.

Again we say, we're not against good roads, but we think the NON-ACCESS highway program in the state of Oregon needs considerably more consideration before it is put into effect. We can have good highways and still make it EASY, not hard, for the tourist or the local traveler to see our state, buy our gas and eat our food and stay in our hotels or motels.

From Files of the Gazette Times July 1, 1926

Some little excitement was created at Heppner shortly after the noon hour Wednesday, when report came here that the State Bank of Echo had been held up by a lone robber and a considerable sum in currency taken. The report further stated that the robber was headed this way, making his getaway in a Star car.

The Ferguson Chevrolet company announce that they will be located in their new garage building on the corner of May and Main streets after Friday July 2. Friday night they will stage a big free dance, open to the public, on the garage floor.

Elmer Peterson, who completed a four-year course at the University of Oregon this spring, has departed for Hartford, Conn., where he expects to take a course in insurance with the Aetna company.

Miss Margaret Barratt of Portland is a guest this week at the home of her friend, Miss Kathleen Monahan, at the Monahan home near this city.

Mr. and Mrs. Ralph McCormick, Mrs. G. W. Palmateer and Earl Morgan all of Morgan were in Heppner Saturday.

Buyers may look over these animals at the college barns any time before the sale. The animals are of high quality and are being sold in order to keep livestock numbers in line with physical facilities at the college farm.

August 1 is the deadline date for entries for the Midco Hereford Association fall sale which will be held at Moro on October 31. Further information can be received from Bud Tibbits, secretary, Midco Hereford Association, Moro.

Morrow county farmers who wish to have crops inspected for seed certification should get their application in at once. Application blanks are available at the county agents office and are due in this office by July 6.

With the last few good days of sunshine, hay making has been accelerated and we haven't heard too much about silage. However, there has been considerable interest this spring over other years and we expect that interest to increase as years go by. While it may be a little late, a number of farmers have asked the proper stage of maturity for various

crops to get the best yield and highest quality silage possible. Suggested stages of harvest for some hay and pasture crops are: alfalfa—one-tenth to one-fourth bloom or when basil shoots begin to appear; sweet clover—early bloom stage; grasses—late boot and early heading stage; common vetch and peas—when seeds in pods in lower half of plant are one-half developed; Hairy vetch—early to full bloom; Red or Ladino clovers—from early bloom to one-half bloom.

Morrow County, over the past year, has increased their farm sheep flocks considerably. With these farm flocks being held in relatively small pastures comes the possibilities of internal parasites, which if left go will cause much damage. Ewes can usually carry a heavy load of internal parasites before much damage is done, but lambs, like young pigs, suffer early and serious damage from parasite infestation. If lambs are not doing well and show signs of scours and unthriftiness, a worming is suggested. Phenothiazine treatment, as a liquid or pill, is quite effective. Pills have a disadvantage as they can be belched up and lost. Treat ewes and lambs weighing over sixty pounds with two ounces of a phenothiazine drench containing thiazine per ounce. Give one-half ounce to lambs under sixty pounds. One-half ounce will probably do the job for lambs weighing under twenty pounds.

Kenneth Peck, Lexington farmer, reports excellent prospects for a good Olympia barley crop this year. Kenneth received the only Olympia barley seed in the northwest three years ago, when forty pounds of seed from the Sherman branch experiment station was made available to him for increase planting. He has nursed this original forty pounds along until he has approximately a fifty acre seeding this year. The field contains no rye and will be made available for seed at harvest time. Olympia is a six row rough awned winter barley which has done well in the Columbia basin. It is classed as most winter hardy of all winter barley varieties, has a higher yield than winter club, over a period of thirteen years at the Sherman branch experiment station at Moro. Under field conditions it appears more progressive than many other varieties grown in the county.

Spraying for Russian thistle and other general weeds that interfere with county road maintenance was pretty well completed this week by Cal Carson, county weed sprayer operator.

Some spot follow-up will be made during the summer months, however, concentration will be made from now on on perennial noxious weeds on county, state and railroad right-of-ways, as well as some commercial spraying for farmers. This year, annual weed control was carried out on 2,050 miles, the greatest number of any year so far. These miles included some second sprayings. The cost was the lowest yet and a decrease of 10c per mile under the low 1955 cost. Cost was \$1.72 per mile this year. In addition to these annual weed controls, 500 pounds of Dalapon was applied in Boardman for the control of roadside grass and cattails. Farmers are reminded that the county weed control equipment is available for commercial spraying on their farm, while spraying in that community.

**TRIPLE LINK MEETS MONDAY**  
The Triple Link club met Monday evening at the I. O. O. F. hall with about 30 members present. After the business meeting the drill team practiced and the memorial services was practiced for the convention.



**ED GEARY GOVERNOR**  
Speaker of the House Ed Geary was governor of Oregon for the week of June 21-28 while Gov. Elmo Smith was in Atlantic City attending the National Governor's Conference.

Up in Republican Ed Geary's legislative district there was a Democratic representative in the house for 20 years—until 1955 when Democrat Henry Semon decided he had had enough and did not file for the Democratic nomination for election.

Now Henry tells us he wants to come back to the House, "Just for one reason," as he puts it. He now says he will file as an independent.

In the session of 1953 he had a serious handicap of poor health. Continued on Page 5

## MOYER'S CAFE

WILL BE

OPEN — SUNDAY, JULY 1

AND

CLOSED — WEDNESDAY, JULY 4



From where I sit... by Joe Marsh

### Junior Gets "Pinned" Down

Junior Baker and friends are all set for their circus. Look for their advertisements on neighborhood trees.

The kids have had problems in staging the event. The biggest was the admission fee. Junior wanted to charge five cents, Mrs. Baker thought it would be much nicer if they charged five pins.

So Junior held a meeting with his Directors—then told his mother they'd taken her advice. The ads now read: Giant Circus in Baker's Backyard. ADMISSION FIVE PINS PLUS FIVE CENTS TAX.

From where I sit, that's a cute example of a mighty important point—if you want things to turn out your way, then you had better let the other fellow have his choice, too. For instance, if your taste should happen to run to, say, iced tea... then you owe it to yourself to see that those who prefer beer, buttermilk or whatever you get to enjoy their favorite beverages, too. After all, turn about's fair play.

Joe Marsh

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## Letter To The Editor

To the Editor:

The people of Heppner are to be congratulated on having got Ben Tarrell to take over the local saddle shop—you really have a fully qualified, all around saddle maker-leather worker you can rely on.

I don't hesitate to recommend him because I know him well, know his work and his fine family. We worked together for five years in Grangeville, Idaho starting over 10 years ago, and again at Hamley's since he came to Oregon last year.

We at Hamley's certainly hated for him to leave us, and would welcome him back into our shop any time, but our best wishes go with him for success in Heppner.

Again, congratulations.  
Wm. L. Knight  
Pendleton, Ore.

Phone Your News to 6-9228.

## From The County Agent's Office

By N. C. Anderson

While several applications were received during the past week for Omar and Columbia seed wheat which will be allocated soon, there is still time and available seed for more farmers. Omar is a club-type wheat released to replace Elmar, while Columbia is a new hard red winter wheat adapted to the Turkey variety area. Applications are also being received for Rio x Rev x 27-15, a new variety which is expected to be released this fall. This new variety compares to Rex in growth habits but has milling qualities which are desirable. The seed allocation committee is going to meet at the county agent's office on July 6 to allocate Morrow county's production of Omar and

Columbia and to consider those applications made for the new variety to be released this fall.

Morris Wilson, Condon wheat farmer, has recently been appointed as a member of the Oregon wheat commission for a five year term, beginning July 1, 1956 and ending June 30, 1961. Mr. Wilson has been appointed to succeed Marion T. Weatherford who has been on the commission since it was created.

Oregon State College announced this week its annual livestock sale plans which will be held at the college on July 26th. The sale begins at 1:00 p. m. Included in this year's sale are eight Hereford bulls, two Hereford cows, one Hereford heifer, three Angus Bulls, four Angus cows, one Angus heifer, six Suffolk rams, eight Hampshire rams four Southdown rams, five Romney rams, five Romney ewes, eight Berkshire gilts, and two Berkshire boars.

## STAR THEATER

HEPPNER

Thurs., Fri., Sat., June 28-29-30

### THE OUTCAST

With John Derek, Joan Evans  
Plus

### Tarzan's Hidden Jungle

Gordon Scott, Vera Miles

Sun., Mon., July 1-2

### Helen OF Troy

With Rosanna Podesta

Tues., Wed., July 3-4

### THE SPOILERS

From the book by Rex Beach.  
With Jeff Chandler,  
Rory Calhoun

## PRICES SLASHED TO SELL

80% OFF—All Stock Must Go  
SAVE ON COSMETICS  
\$10 VALUE — NOW \$1.98

You receive 12 different lotions PLUS Beauty Creams. A total of 96 ounces of lotions alone. One-year's supply—Stock up now and save \$8.00. Remember the price is only \$1.98. Why pay for bottles, labels, water? Ingredients come in powder form, just add ordinary water or cheap ingredients you have or can get at a local store.

### 96 Ounces of Cosmetics—You Get

Hands, face, neck lotion; Olive lotion for dry skin; Glycerine lotion; Antiseptic astringent lotion; Wave-set lotion; hair groom lotion; Beauty-complexion lotion; Bleaching lemon lotion; Camphor lotion for chapping, plus Creamy Rose Milk Beauty Cream.

## LOHRER SALES

BOX 145

LEXINGTON, ORE.

## Most modern truck V8's ...and the pounds prove it!

Pound for pound, the most powerful truck V8's today are Chevrolets. That's one way you can tell they're the most modern V8's going!

They carry around fewer pounds for power they develop. That means you not only can haul bigger loads—you have more usable power to move them!

Stop by and let us give you the facts on Chevrolet's compact, super-efficient truck V8's.



Weigh the facts... and you'll choose today's most modern trucks

Wasted weight is engineered out of Chevrolet truck V8's!

Chevrolet's truck V8's have a rugged yet remarkably compact cylinder block. Modern design cuts down engine weight.

More power per pound means more power for your payload!

Less power is used up in moving engine weight, more is available for moving your payloads. You get hour-saving performance!

There's a modern V8 for every Chevrolet Task-Force truck!

There's a V8—either standard, or optional at extra cost—in every Chevrolet truck model. Horsepower ranges as high as 195!

## Chevrolet Task-Force Trucks

Anything less is an old-fashioned truck!

# Fulleton Chevrolet Company