

Heppner Gazette Times

MORROW COUNTY'S NEWSPAPER
The Heppner Gazette, established March 30, 1883. The Heppner Times, established November 18, 1897. Consolidated February 15, 1912



ROBERT PENLAND
Editor and Publisher
GRETCHEN PENLAND
Associate Publisher



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

Let's Add Up ALL The Figures!

Last Wednesday, March 11, the Pendleton East Oregonian published a large map detailing the two disputed routes of the proposed Ellensburg-Oregon highway, along with estimated cost figures for the construction of both highways. We do not know who prepared the figures, nor do we have any reason to question their authenticity. BUT, we DO question their completeness and the result they were intended to give.

Our reasons for such criticism are: (1)—cost of the Umatilla county plan to bring the road across the Umatilla bridge and into highway 30 at Stanfield junction failed to include the cost of the Umatilla bridge—Is the Umatilla Bridge Company going to donate its bridge to the highway system without charge? (2)—Included in the cost of the Morrow county plan of crossing the Columbia river at Boardman according to the map-estimates, was the cost of 22 miles of highway 30 from the Boardman connection to the Stanfield junction connection. This section of road is already built and in use, and plans for its future improvement are ALREADY included in the Federal highway system and should not be considered as part of the cost of building the Ellensburg-Oregon route. At least 11 1/2 miles of the proposed Umatilla bridge route would largely DUPLICATE present highways.

To elaborate on item (1) above, the estimated cost figures presented in the Umatilla proposal were \$16,280,000 for the Umatilla bridge crossing against \$19,020,000 for the Boardman route. Not included in the cost of the Umatilla route was the cost of the already-built Umatilla bridge which we doubt would be given to the state (s) for inclusion in the highway system without a charge at least equal to its value at the time such a deal would be made. Still owing on the bridge, is more than \$5,000,000 and we estimate the bridge's value to be in excess of \$6,000,000, a figure that would undoubtedly be charged if the bridge were to be sold. If that amount is added to the Umatilla route, the total figure there would climb to \$22,280,000.

Now let's consider the other point—the 22 miles of highway 30 from Boardman to Stanfield which is duplicated in a large part by the

Umatilla plan to cross the Umatilla bridge and roughly parallel highway 30 across the river. According to the figures on the map, the cost of widening this section of highway to 4 lane was set at \$2,700,000. This section of road should not be included in the cost of a connecting road between Ellensburg and any point in Oregon. Also, this section of highway is already included in the Federal highway system and it can very well serve both purposes (north and south, and east and west traffic) without the necessity of building a partially-duplicating route that would require 14 1/2 more miles of highway.

Let's look at it this way, with an eye to costs and actual value received for the job the proposed new highway is supposed to accomplish—a most direct connecting route between Ellensburg and highway 30 in Eastern Oregon. Using the East Oregonian map figures, here are the costs:

BOARDMAN CROSSING
23 miles of road \$8,570,000
1 bridge \$7,750,000
TOTAL \$16,320,000

UMATILLA CROSSING
47 1/2 miles of road \$16,280,000
Umatilla bridge (not included in cost figures given on map) \$6,000,000
TOTAL \$22,280,000

Total saving by routing the highway by Boardman \$5,960,000

Even if the cost of the Umatilla bridge is not included, the cost of the Boardman route is only \$40,000 higher and, we are not naive enough to believe that the cost of purchasing the Umatilla bridge will not have to be included in the total cost of the project should it be decided that that is the route the highway will take. If the bridge must be enlarged or improved, that will be another extra cost.

This newspaper has said several times before that logic is all on the side of the Boardman crossing for the Ellensburg-Oregon highway. A careful addition of the cost estimate figures only adds more to the validity of Morrow county's reasoning.

We certainly can't question our readers' knowledge for all who told us of our error lived here at the time the paper was started and well remember J Watermelon's writings.

Just how long that gentleman was the Gazette's owner, we can't say for sure, but our copy of the paper dated 1888 lists Mr Patterson as the owner, and that was just six years after it started.

For more information on early day papers here, see the Letter to the Editor on this page from Bert Mason.

It Was J Watermelon . . .

Shortly after last week's Gazette-Times reached the hands of readers we received notice that we had made a mistake in our editorial about the name of the founder of the Heppner Gazette. We said that Otis Patterson was the founder, but our informers tell us that it was John W Reddington, better known in those days as J Watermelon.

TO THE EDITOR . . .

I have received Volume 75, Number 1 and will say that I have read the paper from the days of J Watermelon, to date. Jerry Nunan published the Bunchgrass Blade in Lexington for several years—that was during the contest over location of the county seat, in which Heppner won out, under circumstances which caused a lot of controversy for many years. I think Lexington did have another paper many years later.

E M Shutt, editor of the Heppner paper, sent Virginia Deaton to Ione and published the Ione Poet for some time, about 1900.

The Gazette editor Vawter Crawford sent his brother Garfield to open an opposition paper in Ione and that was issued for a while.

The reason the two papers were started in Ione was that many homesteads were being proved up on and the editors came down from Heppner to pick off the advertising charges.

I have before me the first Annual edition of the Ione Bulletin, published by L K Harlan of December 11, 1913. This volume contains 26 pages and carries ads from most Heppner business houses as well as those of Lexington, Ione and many individ-

From The County Agent's Office

By N. C. Anderson

Word has been received from the State Department of Agriculture which will be of much concern to Livestock operators who have worked hard in our Brucellosis test program in clearing up that disease here in our county. The word received is to the effect that there will be no more testing of beef herds and

small dairy herds in certified counties for three years. This program took effect on March 1. Reactor herds will be tested in order that they clean up and reach a disease free status. This decision was made after funds from the Federal government which have been used for this testing program, were exhausted and the assurance that next year's appropriation would probably be much less than what was received this year. Remaining funds will be used in counties to complete certification where this will soon be reached. In addition to the cutback of testing beef other than those in reactor herds is a reduction in the indemnity from \$25.00 for grade animals to \$8.00 and from \$50.00 on purebreds to \$12.00. The federal and state departments as well as the state brucellosis board have spent many days in trying to come up with a solution to operating the program with limited funds resulting in these cuts.

I have just made a scrapbook which contains many pictures from the 50th Commemoration issue of the Gazette-Times and will follow up with the first annual items of interest from the Ione Bulletin.

Bert Mason, Portland P S: The Ione Independent was the last paper published in Ione. That was in 1919 with W W Head as publisher. A second newspaper, the Lexington Budget, was published in Lexington.

It appears as though finances are becoming a great problem with more than one department when recently word was received from Henry Matschner, supervising livestock officer of the



From where I sit... by Joe Marsh

"Sound Idea"—But—

Hap Wilson is a young fellow on our paper—and crazy about that little daughter of his. But like all of us he's learned that kids can present problems.

"Every night I have to read her the same story," he complained. "The most sugary one in the book—about Billy Bumblebee!" So I finally recorded the story on a tape recorder. Showed her how to play it whenever she wants.

"Know what she says? That it sounds fine but that she

can't sit on the machine's lap!"

From where I sit, Hap had good intentions, but he has to understand his daughter's point of view, too. Many of us often make the same mistake. For instance, you may like tea, I prefer a glass of temperate beer. The important thing is that we both understand each other's point of view. There are two sides to every "story!"

Joe Marsh

Copyright, 1958, United States Brewers Foundation

THIRTY YEARS AGO

From the files of the Gazette Times
March 22, 1928

Heppner's baseball club for the season is now assured, with Harold Cohn as manager and a fund of \$305.00 already deposited in the bank.

Mrs Johnson, Mrs Frank Gilliam, Mrs H E Bramer and Mrs F R Brown were hostesses at a tea given the ladies of the Foreign Missionary Society of the Methodist church Tuesday afternoon. They were assisted by Mrs W C Cox and Miss Ona Gilliam.

Josephine Mahoney departed on Monday for Eureka, Calif., where she will be engaged in an abstract office.

Mr and Mrs Gus Wilcox were in Heppner, enjoying a visit with old time friends.

Louise Thomson, Marjorie and Mary Clark, Luola Bengie and Velma Fell were among alumni who visited the Heppner high school on Monday.

Mr and Mrs Sam McDaniel of Hardman went to Ione Rock last week where they will work for Cal Robinson.

State Department of Agriculture who announced that due to the financial standing of the stock brand inspection account it will be necessary to restore the brand inspection fee to 25 cents per head effective April 1, 1958. Mr Matschner explained that on July 1, 1956 the stock brand inspection fund carried a surplus of \$70,000.00. At that time the brand advisory committee saw fit to reduce the fee from 25 cents to 20 cents in order to reduce the surplus and that at the same time the surplus back into the industry's pocket. It was anticipated at that time the need of increasing the fee in 12 to 24 months. This time has apparently come. At a recent meeting with the livestock advisory committee it was reported as of January 31, this year the account was in the red \$21,569.17. Since the reduction in 1956, legislation has created a compulsory state meat inspection program and auction yard disease control law which has affected the brand inspection program. There seems to be several reasons for the depleted account which include a reduction in cattle numbers inspected which represents a loss in revenue for the year, and Ken Keeling with L M Comsary increases made in 1957 when full time brand inspectors were placed under state civil service, an increase in per diam

and mileage costs which was brought about when brand inspectors are also used as meat inspectors and an increase in miscellaneous expenses which includes supplies, materials and new equipment.

Even though the last few days have not been conducive to thoughts of gardening it is that time of year when planning should be carried out for a successful vegetable garden. It is always well to plan before you plant as many of the vegetables grown in home gardens are wasted because of too large a quantity of one vegetable maturing all at once. Successive plantings of the same vegetable such as lettuce, radishes, and spinach provide the amount that you can use within a short period. After a few weeks, plant another plot of the same vegetable to mature after the first harvest has been used up. In planning your garden, give a careful study to seed varieties which include the height to which plants will grow. Planting tall growing crops together and low growing crops together will prevent the tall ones from shading the low growing ones from the sun. Vegetables need from 6 to 8 hours of sun a day to produce well.

Morrow county Hereford exhibitors at the recent Oregon Polled Hereford show and sale held at Redmond did well when Kirk and Robinson, Heppner showed the champion female and Leo Barnett of Barnett's Polled Hereford Ranch, Boardman exhibited the reserve champion female. Bulls at the sale had an overall average of \$600.00. The bull consigned by Kirk and Robinson which was third highest selling bull in the sale brought \$850.00. Don Robinson reports that of 14 head consigned by them this sale year, an average of \$650.00, with four females averaging \$450.00, four horned bulls \$561.00 and six polled bulls \$840.00. This average is an indication of the top quality livestock produced at the Kirk and Robinson ranch.

As a result of the action of a number of ranchers with land lying within the Central Oregon Fire Control District a hearing was recently held on the complete reclassification of all land lying within the district. The Morrow county land classification committee appointed by the county court in December, 1956 made the classification during the past year. Members of the committee appointed by the county court were Harold Wright, Dick Wilkinson, and Ken Keeling with L M Comsary of the State Department of Forestry and Art King, Oregon State college being members by state law. Since no dissatisfac-

tion was voiced at the hearing on the land classification it was approved and accepted as presented.

A recent announcement of conservation reserve payment rates made by the Morrow county ASC committee would be well worth looking into by our farmers. The new rates based on acreage yields provide payments according to production ability of the land. Since the deadline date for signing up in this program is April 15 those interested should contact the county ASC committee at once.

According to Kenneth A Wagnon, associated extension specialist in charge of the University of California's San Joaquin experimental range, experiments conducted over the past years substantiate the practice of culling cows that do not wean their first calves. Culling of all such cows boosted the calf crop more than 10% he said, and weaning weights increased from 454 pounds in the uncull herd to 504 pounds in the herd where cows were culled deep at first weaning. "No matter how good a cow might appear or how much we might think she was the victim of bad luck in not weaning her first calf, we found that she should be out of the herd," says Wagnon. "Records of our uncull herd showed that every cow that didn't wean her first calf had a very poor production record."

Recently a group met in Salem to discuss the feed situation in Oregon and the Pacific Northwest. The group included representatives from the turkey growers, market egg producers, broiler growers, dairy industry, beef, lamb and hog, and wheat growers. During the discussion the group agreed to try for a program to free feed grains from support prices including wheat that is not used for human consumption. The group felt that they would have a better chance to maintain Oregon's poultry, dairy and livestock industries if feed grains were free from support prices the same as these other industries.

HEAR ME GOOD stars Hal March of \$64,000 question Fame in a funny comedy and THE TALL STRANGER is popular Joel McCrea. Two features, tops in entertainment, Star Theater, Thursday, Friday and Saturday.

Long Distance Nation-Wide Moving Service
Mayflower Agents
Padded Vans
Penland Bros.
TRANSFER CO.
Pendleton, Oregon Phone 338

Better to be safe than to be sorry!
DON'T LET FIRE THROW YOU FOR A FINANCIAL LOSS
Are your farm buildings and their contents adequately insured against loss by fire? Better let us check your coverage.
For all types of farm insurance coverage, see us.
Turner, Van Marter & Bryant
INSURANCE
PHONE 6-9652 HEPPNER

OCEAN TO OCEAN ACROSS SOUTH AMERICA—AND BACK—IN 41 HOURS! CHEVY'S NEW V8 LEVELS THE HIGHEST, HARDEST HIGHWAY OVER THE ANDES!

To prove the durability of Chevrolet's radical new Turbo-Thrust V8,* the tremendous flexibility of the new Turboglide transmission,* the incredible smoothness of Full Coil suspension, we tackled the most challenging transcontinental road in the world — the 1,000-mile General San Martin Highway. To make it harder, the Automobile Club of Argentina sealed the hood shut at Buenos Aires — no chance to add oil or water or adjust carburetors for high altitude.

So the run began — across the blazing Argentine pampas, into the ramparts of the forbidding Andes. Up and up the road climbed, almost 2 1/2 miles in the sky! Drivers gasped for oxygen at 12,572 feet — but the Turbo-Thrust V8 never slackened its torrent of power, the Full Coil springs smothered every bump, the Turboglide transmission made play of grades up to 30 percent. Then a plunge to the Pacific at Valparaiso, Chile, a quick turn-around and back again. Time for the round trip: 41 hours 14 minutes — and the engine was never turned off!

*Extra-cost option.



You'll get the best buy on the best seller!

See your local authorized Chevrolet dealer

FULLETON CHEVROLET COMPANY
MAY & MAIN PHONE 6-9921 HEPPNER, OREGON



The sure-footed Chevrolet purrs past a road sign that says "danger"—and ahead lies the toughest part of the perilous Andean climb!

STAR THEATER
Thurs., Fri., Sat., March 20, 21.
The Tall Stranger
Joel McCrea, Virginia Mayo
PLUS
Hear Me Good
Hal March, Joe E. Ross, Merry Anders
Sun., Mon., March 23, 24
The Sad Sack
Jerry Lewis, David Wayne, Phyllis Kirk and others. Sunday at 4, 6:05, 8:10.
Tues., Wed., March 25, 26
Rawhide
Tyrone Power, Susan Hayward. Tuesday and Wednesday are Spray, Monument, Kimberly nights. Register at the box office for Free Tickets. See our monthly program for details.