

Heppner Gazette Times

MORROW COUNTY'S NEWSPAPER
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It Can Happen Here

The other day we heard a little story, told in humor, which points up a sobering possibility. The story went like this:
A clerk was handed a pay envelope which by error, contained a blank check. He moaned, "Just what I've been afraid of: My deductions have caught up with my salary."

Ridiculous? It was meant to be; it was meant to get a laugh by lightly making fun of the deductions which get larger every year.

But it could happen. Don't ever think otherwise. When the federal income tax amendment was passed, no one dreamed that the tax would today amount to 22 percent of even the lowest salaries and as high as 91 percent of some larger incomes. There is no retreat in sight; all the Big Government planners grow more energetic in pushing ideas which call for more and more federal spending, consequently more and more federal taxes. It could happen here . . . not by mistake as in the clerk's case, but for real.

The government planners are not the sole cause. The American people themselves contribute their mighty share by continuously asking for more and more financing from Uncle Bountiful, as well as by accepting without protest the many encroaching programs of the government itself for getting into business, providing assistance programs and otherwise doing many things which the people should be doing for themselves. On the whole, the American people

are no longer freedom lovers . . . they are security lovers and they want that security financed by the "free money" which they believe grows along the shores of the Potomac along with the Japanese cherry trees.

The people will wake up, obviously after it is too late. They will come to realize that money does not grow on Washington trees, that it is not free, that it first must be taken away from them before the government can spend it on their pet projects. Every time the government gets into business or industry, like TVA or making rope, the government is crowding out some taxpayer individual or firm. And the more taxpayers who are crowded out of business or industry, the more the government must increase taxes on others.

Because government programs do not pay taxes; they eat taxes. There is no argument against paying taxes to finance for the necessary acts of government; but paying taxes so government can crowd taxpayers out of business is quite another thing.

People often stir themselves enough to scream about the taxes they are paying, but screams about taxes will never do the least good. In order to accomplish anything at all, the screams and protests must be directed against the unnecessary spending.

Yes, the tax deductions on every paycheck grow larger every year, and unless the people wake up and start screaming, it is feasible that the deductions can catch up with the salaries.—Lake County Examiner, Lakeview.

of farmers have kept record of their operations, both summer fallow and grain production. These now will be summarized at the college after which the final meeting of this group will be held and the cost operations determined. This information will be helpful in several ways. First, it will give a break down of just what it might cost to perform each individual summer fallow operation as well as in pointing out the differences in cost of various types of cultivation in different parts of the county. The information on what it cost these farmers to spray their own weeds, compared to the custom sprayed charge will be found. There should be information on the acreage it takes to keep a particular set of machinery busy and where the breaking point is in owning two tractors, for instance. There will be a lot of good information from this one year study and already many of those who have carried out the study this year are interested in continuing for another year. Those who have completed their records for the year are David Baker, Harold Snider, Bob Peterson and Louis Carlson, Ione; Paul Tews and Harry Proudfoot, Echo; and Kenneth Turner, Heppner. Others participating in the study are Melvin Moyer, Kenneth Smouse and John Graves.

With the excellent results obtained in the last couple of years with the new systematic insecticides for grub control those who have not used them are showing much interest. Last year a number of our livestock operators either sprayed with Co-Ral or used Troelene boluses. For those who plan to use either again this year, applications can be made any time between now and November 1. Some difficulties were encountered last year from unfavorable reaction of the animals to the treatment when application was made after November 1. As well as controlling cattle grubs, excellent louse control has been obtained with the Co-Ral spray in some cases here, from the bolus treatment.

While both of these treatments come with complete instructions on the container it might be

well to suggest that the directions be closely followed. Co-Ral is used at 0.5 percent spray solution. To prepare this, add 16 pounds of 25% wettable powder to 100 gallons of water. In order to have any results it is highly important that the spray contact the skin, not merely wetting the hair. This means that each animal will need to be sprayed thoroughly which will take about 1 gallon of spray per head, more on large animals. In order to achieve this, it is necessary that high pressure, about 400 pounds per square inch, be used. Spraying with low pressure sprayer will not give good results. When using the bolus treatment, Troelene, one bolus which contains 15 grams of active ingredient is administered orally with a balking gun for each 300 pounds of body weight. Reasonable care must be exercised to avoid underestimating the weight of animals. A small error of dosage may lead to poor results. A new treatment that some have been asking about is Ruelene. This does not yet have federal registration for use. If it is registered it will be applied as a spray or as multiple oral dosages in feed. It will be tested in Oregon this year. A few precautions are necessary. Neither Co-Ral or the Troelene bolus is recommended for lactating dairy animals and to avoid residues in milk should not be applied to animals that will freshen within a 60 day period of treatment. Rhotone is the only material recommended for grub control on lactating dairy animals. Systematic grub treatment is not recommended, or usually needed for young animals under six months of age. Do not treat sick animals or animals under stress. Cattle should have free access to feed and water before and after treatment. To avoid residues in meat do not treat within 60 days of slaughter. In a few instances last year in treating of herds there were side effects such as bloating, salivation, stiffness and dragging of hind quarters. These symptoms disappear from 48 to 72 hours after treating with no apparent ill effects. Reports indicate that such symptoms are most likely to be displayed by animals treated late in the season, after November 1 and are

most likely to occur where the northern cattle grub is present. This species is found throughout Oregon. In all cases where these symptoms appeared here treatment had been made late in the season—several as late as November 15.

Science is a great thing. An odorless onion is the goal of a Canadian research project. A promising new fungicide is being developed from garlic juice.

USE GAZETTE TIMES CLASSIFIED ADS

CHRISTIAN CHURCH
Charles V Knox, minister
Bible school 9:45.
Worship service 11:00 a. m.

CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
American Legion hall
Priesthood meeting, 8:30 a. m.
Sunday school at 10:30.
Sacrament service will begin at 11:30. Those who are interested are welcome to attend.

ST WILLIAMS CHURCH
Ione
Mass 9:00 a. m. Sunday.

LEXINGTON CHURCH OF CHRIST
Walter Smith, pastor
Sunday school 10:00 a. m.
Worship 11:00 a. m.

SEVENTH DAY ADVENTIST
C. L. Vories, Pastor
Saturday services
Sabbath school, 9:45 A. M.
Sermon, 11:00 A. M.
"Voice of Prophecy" radio broadcast over KGO every Sunday, 9 P. M.
"Quiet Hour" radio broadcast, Portland, Oregon, KWJ Monday through Friday, 9:30 P. M.

FIRST BAPTIST CHURCH
Ione
Rev J W Riley, Pastor
Sunday school 10 a. m.
Morning worship 11 a. m.
Evening service, 7:30 p. m.
Prayer meeting, Wednesday, at 7:30 p. m.

IONE COMMUNITY CHURCH
Rod MacKenzie pastor
Church school, 9:45.
Morning worship, 11:00.

Singing lobster dealer clays way to romance! Star Theater, Sunday-Monday-Tuesday.

TO THE EDITOR . . .

To The Editor:
At the district meeting of the Association of Oregon Counties, held in Hood River, September 15, one of the suggestions made was that the courts make periodic reports or observations of progress made and actions taken on projects within the county. No doubt this is a very timely suggestion and especially so, since the local paper can be used as a media through which such reports can be made. Personally, I am not adverse to this and will be glad to make such reports when we really have something to report.

Just now, there are several matters that should be of interest. This Boardman bombing range release for one. No doubt you have another little write-up about this in today's paper. Certainly we consider this meeting important. Getting this large tract of land wrested from the military and back on the tax rolls will not just happen. We

must work at it. We have been working on this for some time and no doubt have made some progress.

The Air Force has indicated that the bombing range is surplus to them. The range has been temporarily turned over to the Navy for high altitude bombing. It is not exactly suitable for this because of its strategic location. We asked for a temporary delay in the formal transfer and got it. This time to be used by Morrow county residents to present plans to have the land returned to private ownership. But how to proceed is something else again. Actually the whole thing has been transferred to the Seattle district, so our dealings will be with the Corps of Engineers Seattle.

We have need for this large tract of land. Much of it is the very best for agricultural purposes. And water is close at hand with the climate ideal. Also much industrial development is bound to come into the north end of our county. With low cost power, water in abundance, and good transportation facilities, nothing can be more favorable.

We have to decide as to how we wish to proceed. At this meeting in the Boardman schoolhouse auditorium, October 1st, at 8:00 p. m, those things will be discussed. Forrest E. Cooper, from Lakeview, will again be with us. Also Herbert G West, from Walla Walla. There will be several others, possibly someone from the Corps of Engineers, Seattle office. We must make some definite decisions. It is hoped many from this south end of the county can attend.

Something else that is of vital importance, that I might report on just now. In the public works bill recently approved by Congress we are in line for \$17,940,000 for resurvey of our Willow Creek flood control project. It means that we have our foot in the door. Final appropriation or allocation of these funds is now up to the Corps of Engineers but should be definite by spring.

Sincerely
Oscar Peterson

County Agent's News

By N C ANDERSON
Recently this office with the help of Manning Becker and Frank Conklin, farm management specialists from Oregon State College made the final step in the completion of the wheat management study underway with ten farmers throughout the county this year. The wheat management study was set up as a result of requests from the farm crops committee of the Agricultural Planning Conference. Harold Snider, Ione, chairman of this sub-committee, was in charge.

With the help of the farm management specialists, a group

THIRTY YEARS AGO

From the files of the Gazette-Times
September 26, 1929

No more will the announcer have to split his lungs yelling into a megaphone, while his audience crane necks and shape hands into ear trumpets to catch his words for a modern amplifying system with three big loudspeakers will carry his voice audibly to all parts of the rodeo stands.

A goodly number from Ione vicinity attended the grange meeting at Lexington Wednesday evening of last week. After the meeting Geneva and Beulah Pettyjohn and Margaret Crawford remained in Ione for the night, the guests of Miss Gladys Brahears.

In person, on his tour around the globe, Sir Harry Lauder, in Pendleton, for one night only, at the Pendleton HI School.

Jas M Burgess was named president of the newly formed Lions Club; C L Sweek, vice president; Earl Hallock, secretary-treasurer; C W Smith, tall twister and S E Notson, lion tamer. Directors are Paul L Marble, Dr A H Johnson, John W Hiatt and Spencer Crawford.

STAR THEATER
Thurs., Fri., Sat., Sept 24, 25, 26
Gunsmoke In Tuscon
Mark Stevens, Forrest Tucker, Gale Robbins. PLUS
Juke Box Rhythm
Jo Morrow, Jack Jones, Earl Grant trio, The Nit-Wits and many more.
Sun., Mon., Tues., Sept. 27, 28, 29
It Happened To Jane
Doris Day, Jack Lemon, Ernie Kovacs Steve Forrest and a lot of guest stars. Sunday at 4, 6 and 8.

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Why we built two cars for 1960 . . . as different as night and day

On October 2—for the first time in Chevrolet's 49-year history—you will be able to walk into your dealer's showroom and see two totally different kinds of cars. ■ One is the conventional 1960 Chevrolet, brand new in appearance and more beautifully refined and luxurious than you can imagine. ■ The other is unlike any car we or anybody else ever built—the revolutionary Corvair, with the engine in the rear where it belongs in a compact car. ■ We'd like to tell you why we built two such different cars, how we built them—and for whom we built them.

Why two kinds of cars? Because America itself has been going through some big changes in the past few years. Our cities have been straining at their seams. Traffic is jam-packed. Parking space is at a premium. And our suburbs have spread like wildfire. People are living farther from their work, driving more miles on crowded streets. There is new leisure time—but more things to do. There's a new standard of living—and more need for two cars in the family garage.

In short, America's automobile needs have become so complex that no one kind of car can satisfy them completely. That is why we at Chevrolet, keeping tab on these trends, have had a revolutionary compact car in the planning stages for more than nine years.

Thus, when we decided three years ago to prepare for production of such a car we were ready to build it the way it should be built. There was no need for a hasty "crash" program that would create only a sawed-off version of a conventional car.

That is why the two cars you will see in your dealer's showroom October 2 will be two entirely different kinds of cars. One is the conventional '60 Chevrolet—brand new in beauty, with new space inside, new spirit under the hood, a new

feeling of sumptuousness and luxury never before attained by any car in its field. There is great V8 power linked with new thrift, plus Chevrolet's superb 6-cylinder engine. It is a traditional car that comes even closer to perfection—in silence, in room, in ease of control, in velvety ride—than any other car we have ever made.

The other is the Corvair, a compact car that is astonishingly different from anything ever built in this country. It has to be—because this is a six-passenger compact car, with a really remarkable performance . . . a car designed specifically to American standards of comfort, to American traffic needs.

The engine is in the rear. Among the basic advantages resulting from this engine location are better traction on a compact 108-inch wheelbase and a practically flat floor. But to be placed in the rear, the engine had to be ultra light and ultra short. So Corvair's engine is totally new—mostly aluminum and air cooled; it weighs about 40 per cent less than conventional engines. It is a "flat" horizontally opposed six—so it is only three cylinders long . . . and that leaves a lot more room for passengers.

Another weight saving: like modern airplanes, the Corvair has no frame; the body-shell supplies it great struc-

tural strength . . . it's a welded unit that is virtually rattle-free.

The ride is fantastic. But to get it we had to design independent suspension at every wheel; conventional springing would give a compact car a choppy ride. Right now we'll make one prediction: no other U.S. compact car will ride so comfortably, hold the road so firmly and handle so beautifully.

Now there are two kinds of cars from Chevrolet—because it takes two kinds of cars to serve America's needs today. If you love luxury—the utmost in luxury—and if you want generous interior space, breath-taking performance, automatic drives and power assists—then the conventional '60 Chevrolet may be your choice.

If easy parking, traffic agility and utmost economy are high on your list—then you should seriously consider the Corvair. But the best thing to do is to look these two new cars over at your Chevrolet dealer's . . . take them out for a drive. It may be that the only logical choice for your family between two cars like this is—both. They make a perfect pair.



See all the new Chevrolets October 2 at your local authorized Chevrolet dealer's

FULLETON CHEVROLET COMPANY
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