

Fish Impoundment Work Starts At Jubilee Meadows

Legislators and citizens of northeastern Oregon joined with the Game Commission last Saturday, July 15, to turn the first shovel of soil to start construction of Jubilee Meadows impoundment, a new fishing lake located at the head of Mottet Creek in the northeast corner of Union county in the Umatilla National Forest.

Present to witness the kickoff of this important event in the lake-shy Tollgate country

TRAFFIC TUNE UP

(This is the first in a series of articles to test your knowledge of Oregon's traffic laws and safe driving practices.) How many of these questions concerning vehicle equipment can you answer?

1. Name the one piece of equipment that Oregon law most recently required be on a car before it is considered lawfully equipped?

ANSWER: Since 1966, a stop light is required. In addition, your car must be equipped with a windshield wiper, rear-view mirror, hand brake, headlights, license plate light, horn, foot brake, muffler, tail light, and adequate fenders.

2. The rearview mirror must enable the driver to see at least how many feet to the rear on a straight level road?

ANSWER: 200 feet. Also, it's a good idea to have your car equipped with a sideview mirror.

3. Oregon law requires that windshields be equipped with windshield wipers in good working condition. What other restriction does the law place on your windshield?

ANSWER: Oregon law states that no sign, poster or label of any kind, except those required by law, is allowed on either the windshield or windows of any motor vehicle.

4. Only one brake is required on a motorcycle. How many are required on an automobile?

ANSWER: There must be two separate means of applying brakes—a foot brake and a second emergency or hand brake. Both must be in good working order.

(If you would like further information, contact your Oregon Department of Motor Vehicles.)

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Van Houtes Visit Here from Alaska

Mr. and Mrs. Bob Van Houte and daughters, Gladys and Susan were in Heppner July 11, visiting friends while on vacation from Alaska. Van Houte, former Morrow county school superintendent, is now executive secretary of the Alaska Education Association with headquarters in Juneau.

The Van Houtes came down by airplane on June 16. He went to Minneapolis, Minn., for a meeting there, and presently they are visiting friends and relatives in the northwest. They expected to go to Pendleton and to Walla Walla, Wash., from here.

On the return trip, they plan to go by auto to the northern tip of Vancouver Island and then, going by ferry on two separate legs of their trip, continue on to Juneau.

They state that they like Alaska very much, and find it developing rapidly. Only two per cent of the population is over 50 years of age, Van Houte states.

His work takes him all over the state, and he has opportunity to see Alaska's spectacular scenery. Northernmost trip was to Ft. Barrow, farthest point in the state.

Last winter was mild, they said, getting only to 15 below zero in Juneau—no worse than some winters in Heppner.

Dry Roads May Be Dead End

Dry roads and clear weather give summer drivers more confidence. Yet, more fatal traffic accidents occur when weather and road conditions are at their best, says the Traffic Safety Division of the Oregon Department of Motor Vehicles. Slow down. Don't let over confidence lead you to a dead end.

mission will make annual plants of fingerlings to sustain a trout fishery.

Jubilee Meadows has been on the Commission's priority list for a number of years, but financing was not available until the present biennium. It will be the first impoundment constructed with sportsmen's funds since the completion of Canyon Creek Lake in 1962 and will be the sixth impoundment constructed by the Game Commission specifically for fishing.

Other lakes built with angling license fee money include Trillium Lake to the south of Mt. Hood, Cottonwood Meadows in the Fremont National Forest out of Lakeview, Bull Prairie Lake in the Umatilla south of Heppner, Canyon Creek Lake near John Day and Lofton Reservoir, which was the complete renovation of an old existing impoundment. Anglers are insured free access to all of these lakes.

In addition, the Commission has assisted financially in the construction of several private impoundments in return for guaranteed minimum pool and public fishing rights, and has purchased outright Fish Lake in the Steens and Yellowjacket Lake north of Burns.

Many Attend BLM Hearing; Decision Felt Year Away

Private development of the Bureau of Land Management lands in north Morrow county, if they were offered for sale to the public, would in no way deter the possible development of a larger Bureau of Reclamation project at a later date in the area.

This was the assurance given at the Bureau's hearing in the Morrow county courthouse July 12 on the 12,000 acres of BLM land.

Small farmers had opposed the BLM sale at the hearing on the grounds that it would prevent them from obtaining any of the land. They stated a preference for the lands to be transferred to the Bureau of Reclamation which could then sell it in small parcels at a future time.

If this transfer were not feasible, the small farmers urged that the land go through the Desert Land Entry Act of 1877.

Morrow County Judge Paul Jones, on behalf of the county court, strongly recommended in a 4-page statement that the lands be sold under the 1874 act, as being in the best interest of the county. If they were sold under the 1964 act, some provision would need to be made for zoning, as required by the act, but residents of north Morrow county have resisted zoning in hearings on the matter to date, the judge said.

"The county is therefore against use of the 1964 sale act since it would force zoning upon people opposed to it," Jones declared. He said this course would only lead to "further confusion and delays in developing the land."

He pointed out that the county is anxious to have the land go into private development and on the tax rolls. The 1874 act seems to be the best manner in which to accomplish this, he added.

George Corey, attorney for Fred Andrews of Echo who owns most of the private land checkered with the BLM land, made a statement indicating that the family would buy the BLM land if given the opportunity under the 1874 act.

Robert Lanky of the Bureau of Reclamation made the statement that private development of the land would have no adverse effects on any future large reclamation project. He said the bureau has planned a reconnaissance study of about 350,000 acres in the area, known as the Columbia South Side Project. The 3-year study now awaits a congressional appropriation.

Marion Green appeared on behalf of the county planning commission, and a statement was read by Judge Jones for W. C. Rosewall, chairman of the county planning commission.

A number of others gave statements at the hearing, but some landowners and others indicated that they would submit written statements to go into the record. They have a 30-day period in which to do this.

The matter will then go to the Portland office of the BLM, and consequently to Washington, D. C., for consideration and review.

Some have expressed the belief that a decision would be forthcoming by fall, but Judge Jones believes that it will take a year before a final decision is made.

Chester Conard, manager of the Baker office of the Bureau of Land Management, conducted the hearing. Other BLM officials were also present. The court room was filled with interested parties, estimated at perhaps 60 attending.

Boardman Soldier Earns Certificate

Army Specialist Four Robert J. Obermeier, 23, son of Mr. and Mrs. Ernest Obermeier, Boardman, was awarded a safe driving certificate June 12 while serving with the 54th Transportation Battalion in Vietnam.

Spec. Obermeier received the award for driving military vehicles 12,000 miles with no accidents or traffic violations.

A truck driver in the battalion's 512th Transportation Company near Qui Nhon, Spec. Obermeier entered the Army in December 1965, and was stationed at Ft. Bragg, N. C., before arriving for duty in Vietnam in August 1966.

Spec. Obermeier, whose wife, Lorene, lives at 735 S. Highway, St. Helens, was graduated from Riverside High school, Boardman, in 1962.

Quarter Horse Tune-up Winners Picked

Columbia Basin Quarter Horse association held a tune-up day Sunday at the Heppner rodeo grounds. Dr. Jim Norene was chairman of the day, which actually meant that he worked hard to make the show the success that it was.

Gary Barney of Hermiston was judge, Arlene Smith of Hermiston was the secretary, and Fred Mankin furnished the speaking system. Twenty contestants participated.

First three winners of each class are as follows:

Mares all ages (at halter)—First, Codys Music, owned and shown by Harold Buchanan; second, Jet's Babe Bar, owned and shown by Kite Healy; third, Dundy Bar, owned and shown by Joan Healy.

Geldings at halter, all ages—First, Mr. Cotton, owned and shown by Virgil Chapman; second, Loyal Mac, owned and shown by Roice Fulleton; third, Golden Redwood, owned and shown by Tracy Norene.

Stallions at halter, all ages—First, Teddy Salute, owned and shown by Virgil Chapman; second, Clabber's King, owned and shown by Jim Strong; third, Mr. Bar Barred, owned and shown by Floyd Jones.

Western pleasure, all ages—First, Kite Healy on Jet's Babe Bar; second, John Eubanks on Sunday Driver; third, Marcia Jones on Mr. Bar Barred.

Reining, all ages—First, Floyd Jones on Mr. Bar Barred; second, Becky Fulleton on Whiffenpoof; third, Mary Adair on Ladson Patrick.

Barrel racing, all ages—First, Kite Healy on Jet's Babe Bar, 20.1; second, Sandy Rodriguez on Miss Bezy, 20.2; third, Bev Steagall on Roany, 20.9.

Pole bending, all ages—First, Sandy Rodriguez on Miss Bezy, 24.8; second, Bev Steagall on Roany, 25.7; third, Becky Fulleton on Whiffenpoof, 27.7.

Western riding, all ages—First, Marcia Jones on Mr. Bar Barred; second, Kite Healy on Jet's Babe Bar; third, Margaret Strong on Clabber's King.

Drive Carefully

Summer vacationers will bring an increase of traffic on roads, warns the Traffic Safety Division of the Oregon Department of Motor Vehicles. Drive carefully—fasten your seat belts, be alert, courteous and drive within the limitations of your car.

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