

# THE HEPPNER GAZETTE-TIMES

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MORROW COUNTY'S NEWSPAPER

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## Now about that Beach Highway--

Perhaps East Oregonians could care less whether the coastal highway runs over the sandspit at Pacific City or clings to the mountain route. Maybe it is a welcome relief to sit back and watch others jaw at each other without getting involved.

But those from the wheat and cattle country are still Oregonians and are concerned about their state and its beauty. Many of them like to go to the beach occasionally, although quite a number can find little good to say for the sand, the wet climate and the salty smell of the sea.

It's probably all water over the mud flats now, since crusading State Treasurer Bob Straub has made a federal case of it and apparently has won the battle by going all the way to Washington, D. C., to enlist reinforcements from the Democratic administration there. Waving the flag of conservation, the Demo state treasurer has received the commitment from the Secretary of the Interior that to build a highway across the sandspit would irrevocably impair the natural beauty of the area and set a bad precedent for future highway location along the coast.

Since some federal lands are involved, the Interior Department can—and apparently has—put the quietus on the sandspit route.

So, while the case would now seem to be closed, with Governor Tom McCall yielding quietly, we want to enter a minority opinion for the sake of the record.

There have been a few things distasteful about this whole proceeding, which has been vaulted far beyond its importance. It seems to us that—despite the state treasurer's sounding the clarion call of conservationism—pure politics is apparent here. Treasurer Straub, defeated for governor in the last election, is diligently ambitious for higher office. The coastal highway would seem to offer a cause that he could exploit towards this end. By the same token we have no right to question his sincere interest in conservation of natural resources. This just doesn't seem to be that big a thing in relation to all the other real conservation problems.

By gaining the blessing of the Interior Department, he not only won his case but succeeded in humbling Governor McCall in the process. The governor, who has been represented as being mouse-trapped into supporting the sandspit route and willing to backtrack, yielded to the federal ruling.

The Portland TV station where the governor once worked flouted the sandspit route as an unforgivable sin against mankind. It used the indignation that had been stimulated by the beach bill in the legislature to fan the flames on the highway issue. When the federal edict came, the commentator on TV—the man who now holds McCall's former job—magnanimously excused the governor by saying, "Everyone is entitled to one mistake."

Now, just what was the governor's mistake? The sandspit road would give the public better access to the beach, and it is this writer's opinion that it would not destroy the beauty of the oceanside, would not impair the public's use of the beach, and would not jeopardize natural resources. Indeed, just a short distance north of Pacific City, a highway runs right along the beach in the Tierra Del Mar area.

This is particularly advantageous as an outlet where the elderly and the ailing can get close to the water. A person can pull his car off the highway and use it as a "headquarters" for a picnic or outing while the family frolics on the beach.

Did the relocating of the Columbia River highway at water level destroy the beauty of the Gorge? We hardly think so. It did provide better access for enjoyment of the river. Consider the use now being given such places as Rooster Rock park.

Recently on a visit to the coast, we talked to a few residents there. The opinion we heard—which might not be representative—was that the sandspit route would provide better access for the public and make the highway and beach more enjoyable for all.

Have you ever taken a trip along a stretch of coastal highway where you expected some breathtaking views and were disappointed when you had only an occasional glimpse of the ocean? There are too many stretches of coastal highway where one cannot even see the ocean.

"Why destroy our natural resources," said Treasurer Straub, in effect, "when the mountain route would cost only \$500,000 more?"

Land 'a Goshen, Robert! Do you realize how we in the wheat and cattle country would dearly love to have that \$500,000 on our highways when we are constantly told that the Highway Department's tight budget permits only a little occasional work here?

It just about makes a person in a hurry spit sand every time he bounces along from Lexington to Butter Creek junction over those crunching dips. Only a half million dollars indeed!

We admire the humility shown by Governor McCall in the conduct of his office. He took it "on the chin" in this case. The humility is a virtue that is hard to deny. It would have seemed good, though, to have seen him stand on his haunches on this issue, even though he might have had to go down bloody and bowed against the power of the Democratic federal administration.

It may be conceded that Treasurer Straub has convinced himself that he believes in this "cause," and his unrelenting zeal is a great virtue if he really is convinced. But since he is still suffering the sting of defeat at the hands of Governor McCall and still looking for higher office, a Doubting Thomas might be brash enough to believe that he was saying one word for the state and its people while speaking two for his political future.

In any event, it probably can be safely said that East Oregonians would gladly give up digging mollusks in the mud at Pacific City if the Highway Department could see fit to devote a few hundred thousand dollars to the highways here.

## Salem Scene

by Everett E. Cutler

### Traffic Toll Decline Prompts Look at Laws

Good news of a dramatic decline in Oregon highway fatalities in the last month prompts another look at life-saving measures passed by the 1967 legislature in coping with this major social problem.

The good news is this: Oregon's traffic death toll was running behind the record count of 1966 at the same midpoint in August. The reassuring factor is the sudden drop from July, when Oregon's deadliest Fourth of July week-end in history had pushed the toll to 25 ahead of the 288 highway deaths recorded at the same time in 1966.

Although traffic safety legislation sometimes is mentioned as one of the session's biggest letdowns, actually the 1967 legislature accomplished more than is generally believed. Many recommendations of the Traffic Safety Commission were rejected, but the commission itself was placed directly under the governor's jurisdiction, a move which increases its stature over its previous spot within the Dept. of Motor Vehicles.

Strong support from many quarters failed to promote passage of bills to require periodic re-examination of drivers for renewal of licenses and to require annual safety inspections of motor vehicles by counties. The legislature also rejected measures to set maximum speed laws, to require safety belts in trucks and buses and to impose minimum sentence of 10 days for second or subsequent conviction for driving under the influence of intoxicating liquor.

**New Laws Promote Safety**  
But lawmakers did enhance Oregon traffic safety through many bills, some of which became law September 13. Among these is a new law requiring slow-moving vehicles to pull off two-lane roads and let backed-up traffic pass. On highways with more than one lane moving in one direction, vehicles are to use the left lane only if traveling as fast or faster than other traffic moving the same direction.

After September 13, the law says police officers may, with reasonable cause, stop drivers and inspect their vehicles for safety and equipment requirements. Another law will allow officers to impound a vehicle if the driver has a suspended license or tries to leave the scene of an accident. Such a driver also will face permanent license suspension, and possible \$1,000 fine, five years in prison or both if he causes property damage or personal injury to another while driving.

Motorcyclists must burn headlights and tail lights at all times on Oregon highways after September 13; after next January 1 they will be required to wear protective headgear approved by the Dept. of Motor Vehicles. Tractors and other farm or construction equipment operating on highways at speeds under 25 mph, after January 1 will need a "slow moving vehicle" emblem attached.

A bill to allow use of metal studded tires between October 1 and May 31 in areas prone to inclement weather, already was signed into law by Gov. Tom McCall and took effect April 19 because it carried an emergency clause.

**Long Range Bills Passed**  
Looking ahead, the legislature approved several bills of more long-range promise to Oregon traffic safety. One of these, already mentioned, places the Traffic Safety Commission directly under the governor's office. The commission received no added funds, but the move is expected to enable it to work more efficiently with the federal government in assuring state compliance with federal safety laws.

Another successful measure created an Interim Committee on Highways and appropriated \$25,000 for its studies before the next regular legislative session. Besides studying questions concerning ownership rights of Oregon's beaches, the committee will examine gas tax refunds to cities and counties, financing of highways and roads construction, truck regulation, beautification, licensing, motor vehicle inspections and other safety measures.

Because the condition of roads, streets and highways is basic to motor vehicle safety, it is worthy to note that the legislators approved a gasoline tax increase of one cent per gallon, effective September 13. Money raised will provide additional funds for construction and maintenance of safer thoroughfares.

Although the lineup in new laws may be weak in some ways, there is little question in anyone's mind about the fact that state officials are concerned and are trying. If the new laws will help to keep Oregon's lower 1967 highway fatality record below last year's tragic toll, then it can be shown they are working in the right direction.

**Mr. and Mrs. Dean Connor and family** traveled over the Labor Day week-end to Springfield. They were guests there of Connor's brother and sister-in-law, Mr. and Mrs. Gary Connor, and family. Gary has started another year of coaching in the Springfield High school.

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## Chaff and Chatter

Wes Sherman

WE SEE by a recent issue of the Woodburn Independent that one of our old patriots, Martin Jurgenson, returned recently from a camping trip to Suttle Lake.

"When the wind died down that evening," he writes in his weekly column, "we had little winged visitors. Now, we don't claim the title as the most succulent item on the mosquito menu, but we'll darn well bet we aren't far down the list." (Ed. Note: You can say that again, Martin.)

Then in a recent issue of The Forest Log in one of our favorite columns, "The Lost Forty," was this excerpt: "One fisherman told of mosquitoes so large they attacked an insect-proof tent in which he was covering. Felled from direct attack by the heavy canvas the huge creatures inserted their beaks into it, evidently hoping to 'feel out' the victim. In desperation the camper seized his hand axe and clinched all the protruding bills. This turned out to be a mistake. The pests flew away with the shelter, leaving him exposed to the merciless stragglers. He defended himself with the axe the rest of the night."

Just back from Minnesota is our son, Bill, who was camp counsellor for the Richfield Methodist church in Minneapolis. On a canoe trip with his young charges, he swatted at a skeeter buzzing around his head, accidentally hitting his glasses in the process. He knocked them off and the \$40 specs are still lying at the bottom of one of Minnesota's 10,000 lakes.

NOW the "Lost Forty" talks of listening to mosquitoes as large as hummingbirds crashing into the metal on the side of his camper. Well, maybe they don't grow as big as hummingbirds, but they get pretty good-sized.

We might submit the photo at the top of this column as evidence, but we wouldn't want to deceive you.

This picture is really more of an X-ray than it is a photo, but it does show the parts of this mortal enemy of campers and most of mankind.

We were working in the dark room one time when one of those whining dive bombers came by our ear. Eventually it decided to land and unfortunately for it, chose to alight on the glass carrier plate that we had out of the enlarger.

We swatted Mr. Skeeter with a vengeance, put him on the carrier plate and ran the enlarger full strength. Then we exposed his crumpled frame on some sensitized paper and got the result above.

JURGENSEN continues: "We kept getting the feeling that all the mosquito dope we applied merely served as a dressing for the appetizer because those blasted little things almost took off with us."

"They must have a new breed up there, too, because about 90 per cent of the things landed, loaded up and were gone without so much as a hum."

"We usually have been able to defend ourselves a little by listening real close, but those things either didn't have any or they were breaking the sound barrier coming to the feast."

Another paragraph from The Lost Forty tends to confirm Jurgenson's remarks, because he was camping in Santiam country, about which J. E. Schroeder, state forester, writes: "One of the most vicious strains of this dangerous insect is found near the summit of the Cascades. Called musca Presbyteri, it ranges for about a mile north of the Santiam Pass along the Skyline. It uses the swarm-covote technique, with succeeding waves lurking along the trail and attacking in relay fashion. One reportedly was so impudent it was observed trying to unscrew the cap on a repellent bottle. An angler-hiker trying to outdistance his tormentors, hightailed by us gasping that he was somewhat



AS BIG AS HUMMINGBIRDS?

like a high-flying pilot who goes on oxygen, except he, being a mouth breather when exerting strenuously, was on pure mosquitoes."

BUT WE wouldn't think Jurgenson would be so vehement about Oregon mosquitoes in view of the fact that he hails from Minnesota. If Oregon mosquitoes are big as hummingbirds, Minnesota skeeters surely are as big as turkeys. Could be that's why succulent Martin left Minnesota.

THE LATE AL LAMB who once visited the great Albert Schweitzer in Lamborene, Africa, confirmed the fact that this remarkable man would never kill a living thing, not even a fly nor an ant.

How he held his peace when these little buzzers whined around, we'll never know. He truly was a great man.

BESIDES the matter of mosquitoes, the big thing of importance we have to resolve in our mind this week is: "Are the chairs harder at school board meetings or at city council meetings?"

School board undoubtedly gets the nod because these meetings are good for a minimum of four hours. But once in a while the R-1 directors launch into an executive session and this gives a guy a chance to stretch "dem bones."

City council, though, is making with a challenge. Once was a time when meetings were never more than an hour, but they are now stretching as much as three.

We don't know what their chairs are made of, but we know for sure that they aren't soft pine.

When the late Jos. Nys was upholstered chair in the council chamber, which proves that he was a wise man. Bob Abrams succeeded to it but it is gone now. Attorney Abrams manages to find a captain's chair both at council and school board, which is a little easier on his temperamental back.

Even those of us with fat-padded sitters-downers seem to leave a little hide at each meeting.

Knowing that both councilmen and school directors are accommodating people, we're sure that they will take care of this situation. If the chairs are too hard for visitors like us, they'll set aside a spot for standing up.

DICK CARPENTER talked to the council Tuesday night about a plan to improve the road to the high school—the one connecting with Fulton Canyon. In the course of his presentation, he said that out of the entire student body, only five or 10 students now walk to school. Reminds us of the father tell-

## Pioneer



### Ponderings

By W. S. CAVERHILL

#### Another Way of Land Acquisition

In addition to the homestead, the early settlers had other ways of getting title to public lands. One was the Timber and Stone Act, which permitted anyone to select 160 acres of land and declare it more valuable for timber and stone than for agriculture. After prescribed advertising, the applicant secured title by paying \$400 for the quarter section.

For a number of years the situation provided a bonanza for "timber locators" who charged the applicant \$100 per claim for locating. Sometimes the timber shown was not on the claim filed. It might be a juniper covered ridge. For some time the Long Creek Ranger was the best paying weekly in Eastern Oregon due to the publication of "timber notices."

The creation of National Forests stopped that racket, but the Forests are still spotted with Timber and Stone act claims.

**Recent Idaho visitors were Mr. and Mrs. John Privett and Kim.** They visited her parents, Mr. and Mrs. Ed Yenne, and brother in-law and sister, Mr. and Mrs. Allen Brown and family. From Eugene they went on to the coast and stopped at Sea Lion Caves. A stop at the Portland Zoo was a must, so they spent a day there and continued on home Labor Day.

**Mrs. Lovelle Nelson, her daughter Diane, son Gary Dick and grandson David Dick, and Mrs. Earl Hall** were week-end visitors at the home of Mr. and Mrs. A. G. Pieper. Mrs. Nelson and Mrs. Hall are daughters of the Piepers Army. Pvt. Gary Dick was on leave from his station at Fort Lewis, having been recently transferred from Ft. Leonard Wood, Miss.

ing a friend how he had managed to cure his son's habit of being late to school every morning.

"All I did," he explained, "was to buy him a car of his own."

"Just how did that stop him from coming late?" inquired the friend.

"Why he had to get there early to find a place to park."

NOW WHEN I went to high school, you never saw a vehicle parked around the building. A team of horses just wouldn't stand that long in one place.

## COMMUNITY BILLBOARD

### Coming Events

**HEPPNER HIGH FOOTBALL**  
First Home Game of Season Friday, Sept. 8, Heppner-Rodeo Grounds  
Heppner vs. Enterprise Support the Mustangs!

**FAREWELL DANCE**  
Saturday, Sept. 9, 9:30-1:00 Heppner Fair Pavilion  
Last dance by The Heppner men popular Heppner combo  
Farewell to college students Everyone welcome!

**LEGION & AUXILIARY MEETING**  
Regular monthly meetings start Mon., Sept. 11, Legion Hall  
Potluck dinner, 6:30 p.m.  
Important business meetings All members urged to attend

**FREE COLOR MOVIE**  
Full-length Musical Motion picture, "World's Apart," for all ages  
Saturday, Sept. 9, 7:30 p.m. Elementary Multi-purpose room  
Sponsored by South Morrow Ministerial Assoc. No admission

**TURKEY SHOOT**  
Sunday, Sept. 10, 10:00 a.m. 3 1/2 mi. E. of Lexington on Hwy. 74  
Sponsored by Morrow County Rifle & Pistol club  
Public invited

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