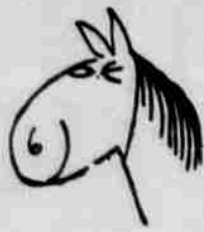


Horse sense

By

ERNEST V. JOINER



POEME

Our president has a lovely mouth,
An arrangement rather neat.
It's seldom filled with wisdom,
But it's often filled with feet.

● "Remember Pearl Harbor" was an admonishment I thought Americans would always remember. Not many people recall Dec. 7, 1941. They forget easily. Not Dr. and Mrs. Ed Schaffitz. Saturday, Dec. 7, they had the American flag unfurled and blowing in the breeze all day as a symbol of the treachery that cost so many American lives in World War II.

● Clifford A. Williams of Lexington made a fine Santa Claus when he made his Christmas debut here Saturday. The 150 kids who gathered to curry favor loved him. He took a number of them on his knee. Many asked for some pretty extravagant stuff, considering how tight things are this year. After one seemingly outrageous request Cliff was heard to mutter, "Forget it, kid!" I really didn't realize how tough things really are until I asked Santa, "How's Rudolph?" With a twinkle in his eye, and a little round tummy that shook when he laughed like a bowl full of jelly, he replied, "Delicious!" Then he leaped into his fire engine and sped through town singing, "I'm Dreaming of a Fright Christmas."

● You will be hearing a lot about Liz Carmichael, 16655 Ventura Blvd., Encino, California. For the past 19 years she has worked as a mechanical engineer in the automotive industry. During the past two years she has developed a revolutionary new car, the Dale; has raised \$30 million to market it; has 1100 dealers for the car in the U. S.; and will begin marketing them in June of 1975. Those of you who read the National Observer story on Nov. 2 probably already know about Liz and the car that may drive Detroit to the wall, so our California spy, Tom Velasquez, tells us.

● A television commercial for the Dale shows a couple sitting in the new car, which is then run over by an Army tank. You know what would happen to the conventional automobile if run over by a tank. The Dale simply drove away with the driver and passenger uninjured. It can be run into a wall at 30 miles an hour, damaging only the bumper, replaced for \$10. Hit the wall at 50 miles an hour and you ruin the body, replaced for \$400. The Dale is made of plastic which is 75 per cent lighter than steel and nine times as strong. Two men on an assembly line make the body in six minutes; in Detroit it takes 20 men an hour to produce a car body. It cannot be burned. Soaked in gasoline and set afire, all that was needed was a replaced body: \$400.

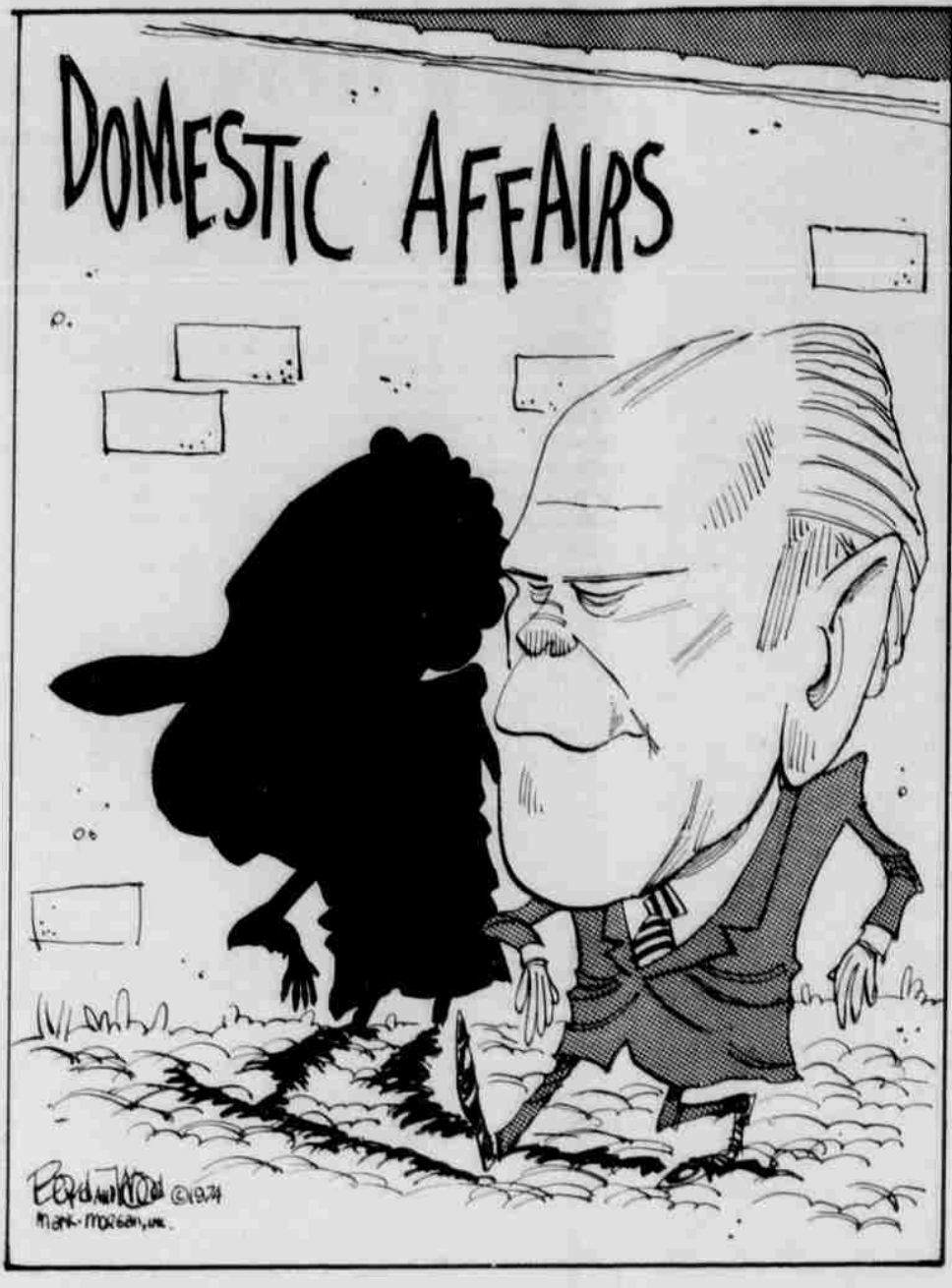
● The Dale has three wheels; two in front for steering, one in the rear to push it. There is no conventional wiring; it has printed circuits. The engine requires no smog device, and it hits 85 miles an hour with a 40-horsepower engine that affords 70 miles to a gallon of gas. It sells for \$1969 for the two-passenger job. The Revele, a five-passenger sedan, and the Vanacon, an eight-passenger station wagon, go for \$2500. Insurance companies have already announced a 50 per cent cut in rates for the Dale over the conventional car.

● The car is aerodynamically designed to prevent it from flying off the road, for it weighs only 1000 pounds. High winds or crosswinds merely push the car closer to the surface of the road. At 55 miles per hour the car can make a 90-degree angle without sliding. The one wheel in the rear eliminates the need for a differential which costs \$400 and weighs 400 pounds. If it can't be crushed, burned or blown off the road, the safety factor is apparent.

● It's heartening to note that when American ingenuity is permitted to work freely, and when "American capitalists" will put up \$30 million to take on the powerful American, British, Italian, Japanese and German auto industries, this country has a log going for it. If the Dale performs as promised, it will go a long way toward continued American dominance in low-cost transportation for the masses, toward solution of the energy and pollution problems. This is private enterprise at its best, so let the battle begin!

● At last! there is something one can do with a newspaper other than start a fire in the fireplace, line a birdcage or wrap hot tamales. Now, if you don't like what you read in your newspaper, you can eat it for breakfast, reports the Commercial and Financial Chronicle. The Army has come up with a way of turning a super slime that comes from a fungus resulting from cellulose waste matter from the likes of newspaper, cartons and manure into almost instant food and fuel. This comes as nothing new to those of us who ate Army chow in World War II, and who were convinced at that time that the Army had developed such a formula that passed for powdered eggs and C rations! The Army's Natick, Mass., laboratory is credited with this breakthrough in the uses of newsprint. It is, of course, an excellent way to digest the news of the world. Outside of the stuff being as unpalatable as the news the paper reports, the only drawback I see is that, if it is true that a man acts the way he eats, there are going to be some real stinkers around if we're reduced to the new newsprint diet!

● We have had some news here recently about how our members of Congress have voted themselves handsome salaries and allowances, supplemented by speaking fees and retirement incomes for life. State legislators have noted this lucrative practice and are enjoying some of it for themselves. The California Taxpayers Association has found that the legislature in that state has voted its members lifetime income from the state, regardless of whether they are near retirement age or not. The report pointed out that some ex-legislators in their 30s who lost their bids for reelection will, under the present law, receive as much as a million dollars from taxpayers by the time they reach 60—more if they live longer. Oregon citizens have not yet succumbed to the rationale that ex-legislators ought to be supported at public expense for life, but they will have to be constantly vigilant to see that it does not happen.



Council limits truck parking

"Any truck 20 feet or less in overall length that can legally park at a parking meter, will be allowed to load and unload freight on Main or May Streets, and any truck over this length will be prohibited from parking on these streets for the disposition of freight," said Chief of Police Dean

Gilman at a special meeting of the Heppner Common Council Tuesday night. Gilman was backed in his statement by the council after some discussion on hazards of the present parking situation. Gilman suggested to the council that a study be made for truck parking at the

intersection of Main and Willow Streets and at May and South Main Streets making reference to truck parking for Murray Drug and Case Furniture Co.

Gene Orwick, Pendleton Freight Lines, asked the council for a survey to determine the truck length required to parallel park his truck at these two locations. He asked permission from the council and Chief Gilman to help him conduct a survey to determine the length needed for his truck. Would he be able to angle park his truck at these locations, and would the council designate these locations as truck loading zones only. He asked permission to parallel park on the east side of South Main to unload freight for Case Furniture Co.

Gilman and Orwick will conduct the survey and as soon as an agreement is reached as to the required length of parking space necessary, the curb will be painted and signs erected designating the area as truck loading zones only. All other parking will be prohibited between the hours of 8 a.m. and 5 p.m. In other business: The council approved a building permit for the remodeling and repair work for William J. Kenny, 265 W. Baltimore St., who plans to have contractor Maurice Groves complete two rooms in the attic, add additional cab-

inets in the kitchen and add an additional bathroom facilities at an estimated cost of \$2,500. The council also approved a 90-day temporary variance permit for Dean Teal, for the use of a mobile home on his property.

The council tabled a permit for James and Jewel Hager, 240 S. Chase St., for repairs to one of their apartments that had been damaged by fire, when it was found that the fees had not been paid for their permit as yet, and the contractor had started work on the repair work two weeks prior to filing for a permit. The council moved to notify Hager of the existing conditions and allow them to continue work when the contractor signs the necessary papers.

Mayor Sweeney read a letter from Steve Anderson, city engineer, to the contractor of Valley View Estates, informing him that the present water line is resting on wooden blocks, and unless they are removed and bedding material placed under the pipe and compacted prior to any paving, the City of Heppner will not accept any responsibility for a one-year period. Sweeney also stated there had been an electrical problem at Well 3, but the problem had been corrected and the city was now using water from (Continued on page 10)



Oregon Country

"Oregon's weekly column"

Rick Steber
Kristi Ottoman

Oregon's Wasco County is merely a shadow of its former self. There was a time when its boundaries extended from the summit of the Cascades to the summit of the Rockies. An area of roughly 130,000 square miles, the county was larger than any present day state except Texas, Alaska and California.

Wasco County was created Jan. 11, 1854, by the Oregon territorial government. This colossal empire included all of Oregon lying east of the Cascades, most of Idaho and sections of Montana and Wyoming, including Yellowstone Park.

The Dalles, the end of the Oregon Trail, became the county seat and the first courthouse in the Northwest was built there in 1859. Residents of Wasco County who lived near Lakeview had at least two weeks of travel time to reach the county seat. In summers they had to contend with desert heat, dust and hostile Indians. No one was fool enough to attempt a crossing in winter and taxes waited until spring.

Even though The Dalles was the end of the Oregon Trail, few immigrants stayed east of the mountains. Estimates of Wasco County in the early days numbered fewer than fifty.

On Aug. 7, 1856, General John E. Wool, commander of the Pacific United States Army, issued an order to Colonel George Wright at The Dalles which forbade immigrants to locate east of the Cascades. "The Cascades," his orders read, "are a most

valuable wall of separation between the two races," white and Indian.

Even though this famous order was revoked by General Harney in 1858 the settlers continued to fear the red man and not without good reason. According to government reports, 1,040 whites were killed by raiding Indians during a 20-year period in Eastern Oregon.

When Oregon became a state Feb. 14, 1859, Wasco County began to shrink. The state's present border with Idaho, on the Snake River, became Wasco's eastern boundary. Gold was discovered in Eastern Oregon in the '60s and the Indians were driven from their lands. Miners and settlers took over and towns sprang up on the desert like plants after a warm rain. In 1864, with the need for smaller local governments, the Oregon legislature bisected Wasco County. Klamath, Lake, Harney and Grant counties replaced the severed southern half.

Over the years other legislatures whittled away at what remained of Wasco County. Sherman, Wheeler and Hood River counties were formed. The final division, Jefferson County, was created Dec. 12, 1914.

Today all that remains of that giant county is 2,392 square miles. Once an empire 60 times larger, Wasco County still holds the distinction of being the largest county ever created in United States history.

Child abuse

(Continue from Page 1)

has shown that the child's injuries were the result of abuse or if the cause remains unknown. Each registry shall contain information from reports catalogued both as to the name of the child and the name of the family. If an abused child moves to another city or county in this state, the Children's Services Division may forward to the local law enforcement agency in the new city or county a copy of any report on file with the Division pertaining to the child."

Paula Beck, Ontario, is the Eastern Oregon representative on this task force.

quote/unquote

"I've been in business for 30 years. Never have I called on the police to eject a disorderly dog, never had a dog set fire to a bed with a cigarette. I have never found a hotel towel or blanket in a dog's suitcase. Sure the dog is welcome. If your dog will vouch for you, YOU may register."—Sign in a hotel.

"Stones and sticks are thrown only at fruit-bearing trees."—Saadi, ancient Persian poet.

Mayor of Hardman

DEAR MISTER EDITOR:

There's no end to the strange turns we take in this country, and by the time the fellers at the country store pool their ignorance about these matters in the public interest you've really got to do some sorting out to know how to put on your hat when you leave.

What got Zeke Grubb started Saturday night was what's happening to Army chow.

Zeke told the fellers that when he spent his stateside time in this man's Army, chow was chow and no doubt about it. You eat it or you went without, and going without was the best way to learn to eat it, was Zeke's words.

Actual, he declared, the coffee was good, and considering the amount the cooks had to cook, the conditions they had to cook under and helped with 50 years of memories that grow fonder as they grow dimmer, the food filled the bill.

Zeke recalled the saying about a Army traveling on its stomach, and he said when you forgot to dip your mess gear in all them cleaning tanks you was likely to be traveling faster and more often than you planned on. But that, said Zeke was another story.

What got Zeke worked up was a piece he saw where the Army chow lines may be a thing of the past. It seems GI's are getting paid so good today they rather eat down at the PX, or sneak off post to a pizza parlor.

The piece said chow halls are fixing so much food that ain't being eat til the Pentagon is thinking of raising the GI's pay more and let him take care of his own meals. We have come a long way down some kind of road, said Zeke, when the Army that travels on its stomach leaves a trail of chicken boxes, hamburger wrappers and soda pop cans.

Bill Weatherford was agreed with Zeke that the Pentagon ought to bear in mind what we got a Army fer. We better keep training cooks and keeping our troops supplied with field kitchens, Bill said, cause it's a long way from some of the wars we've been fighting to the nearest golden arches. As fer hisself, Bill declared, a cold pizza in a foxhole unpleem thousand miles from home wouldn't do nothing fer his fighting spirit.

Actual, broke in Ed Gonty, the White House is making up fer whatever the Pentagon is losing. Ed had saw where the Navy has 40 cooks working in the White House to cook fer high ranking members of the staff, and the meals are fixed from food bought at less than cost from the Defense Department.

What this means, Ed said, is that the defense budget is paying fer meals that White House civilians pay half price fer, while the Army is paying the soldiers extra to eat with the civilians at the regular inflated prices, and the green grass grows round and round.

Meanwhile, back at the super market, went on Ed, he had saw where the average American pays \$600 a year fer food, and \$400 of it goes fer processing, packing, transportation and marketing, so we better to learn to eat them chicken boxes and hamburger wrappers.

Yours truly,
MAYOR ROY.



Catholic cause for rejoicing

By LESTER KINSOLVING

WASHINGTON—All but the archconservatives among the nation's 48 million Catholics have cause to rejoice in the results of the November meeting of the U. S. Conference of Catholic Bishops here.

For as the new president of the Bishops' Conference and of the national headquarters (U.S. Catholic Conference), the Bishops, by overwhelming majority, elected Cincinnati's liberal Archbishop Joseph Bernardin.

Election of this thoroughly congenial and considerably able young prelate—by almost twice the vote he got in the last election (when he lost to Philadelphia's strongly conservative John Cardinal Krol)—produced an immediate and electrifying effect.

The Bishops, at long last, voted to go on record against capital punishment. The debate on this controversial issue lingered on (somewhat painfully) for parts of three days, due primarily to what might be termed "Krol's last stand," a masterful display of parliamentary maneuvering. When at one point dozens of the Bishops called (shouted) for the question, the tall, smiling Polish prelate at the podium, instead of recognizing this undebatable motion, cooed into the microphone:

"Did you have your hand up, Cardinal Carberry?" Krol's fellow conservative, the Archbishop of St. Louis, cited a number of horrible murders and a reported increase in homicide since the nation's last execution in 1967. Bishop Christopher Weldon of Springfield, Mass., while announcing himself as being opposed to the death penalty, reminded the Bishops that the condemned prisoner: "has an advantage over other persons because he knows the time of his death."

But Charleston, South Carolina's Bishop Ernest Unterkoefler, a former Virginia prison chaplain, described the experience of "having to watch men fried to death in the electric chair."

Seattle's Archbishop Thomas Connolly then announced: "The Supreme Court has spoken. That should be enough." This evoked gasps from the gallery, especially from the conservative Catholic press, which has been charging the High Court with sanctioning murder for nearly two years. But there was a subsequent development which, along with the results of recent elections, may mean that the Bishops have called off their verbal war on the Supreme Court. For in the November election, defenders of the court's decision, such as California Congressman Don Edwards, Missouri's James Symington and Indiana's Sen. Birch Bayh won reelection, despite strong anti-abortion pressure. But anti-abortion Congressmen such as Harold Froehlich (R-Wisc.), Lawrence Hogan (R-Md.) and Angelo Roncallo (R-N.Y.) are all lame ducks.

The Bishops, during the only executive (secret) session of their six-day meeting, voted—with the rumored objection of 40 per cent of their number—to send a letter to Congress asking that Nelson Rockefeller be interrogated "to ascertain that he will not use the office of the Vice-President to promote a personal viewpoint on permissive abortion."

Why "permissive abortion" rather than simply abortion? "I asked that same question," replied Cardinal Krol, during a press briefing. "And we were told that Gov. Rockefeller had supported abortion even beyond that which is allowed under the Supreme Court's decision. As an official, he has to adhere to the law of the land, although we think that is a very bad law."

This important distinction between what Cardinal Krol defines as "permissive abortion" and "the law of the land" may explain why the Bishops have declined to endorse any of the anti-abortion constitutional amendments proposed in Congress.

It may also be the reason why they have not disciplined national headquarters staffer Monsignor George Higgins who told a meeting of the Catholic Press: "The Church gets nowhere by calling pro-abortionists murderers."

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THE GAZETTE-TIMES

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