

The Official Newspaper of the
City of Heppner and the
County of Morrow




**The Heppner
GAZETTE-TIMES**
Morrow County's Home-Owned Weekly Newspaper
U.S.P.S. 240-420

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Jerome F. Sheldon, Publisher
Steven A. Powell, News & Sports Editor

Why a Partisan Vote?

Election days are nearing. The first vote to draw Morrow County citizens to their polling places will concern the school district, both its budget and the selection of directors and advisory board members. The election will be Tuesday, March 25. But more attention, perhaps, is being directed toward the primary election in May when Republicans and Democrats seek their party nominations for countywide and statewide positions.

Two passing observations might be made with regard to the county primary election. For a community of relatively small population, as Morrow County is, why should candidates run under a party designation? In the political system as it has developed in this country, the differences between Republicans and Democrats are often hard to detect. In a local area, those active in community affairs are often well known to the voting public—their personalities and idiosyncracies, and they win or lose elections on this basis rather than for the party label they might adopt. Because of the many people who choose to register as "independents," there is a bloc that is denied participation in the primary election. So why not adopt a non-partisan system for county government?

Another observation concerns the time spread between the primary election in May and the general election in November. That is a span of almost six months. It seems a terrifically long gap. Why not move the county primary election closer to final vote—in August or September, say?

Perhaps there is no relation between the system in Oregon and that of other states or jurisdictions. On the national scene, commentators have complained about how the presidential selection process leading to the national conventions has been so dragged out with various state primaries, caucuses and conventions, that only the well-heeled can seek the final prize. The public becomes jaded in the process. In contrast, Canada with a parliamentary system changed governments recently after only six weeks elapsing between the fall of the Tories in Ottawa and the victory of the Liberals in elections throughout the country.

From the standpoint of time, local governments in Oregon could tighten the lapse between primary and general elections, so their officials could spend more time with performance of their duties and less with wooing the voters.

The Gazette-Times was asked recently if it would endorse any candidates. The answer is no, neither in the forthcoming school board election nor for the county positions. It might be said that anyone willing to take the time to seek office and accept its responsibilities deserves credit for making the effort. This is particularly true for elective offices where there is no compensation—like the school board and advisory commissions.

The "best" person usually wins, for the candidates are known through their participation in church, club and civic affairs. They have been the volunteers for committee work, the organizers of parades, rodeos or clean-up projects; the officers of Parent-Teacher Associations and similar groups. Their accomplishments usually speak for themselves.

Census hires area woman

Linda Jones of Lexington has been named a crew leader to supervise local efforts in the upcoming 1980 Census of Population and Housing.

Jones will supervise about 11 enumerators (census takers). In her training sessions, Jones will learn to recruit, train and supervise enumerators who will be hired in the near future to participate in the 1980 census.

Good grief, Neil!

Goldschmidt sounds like Brock Adams in comments on Amtrak's Pioneer

(The following letter by Rod Aho was written to Secretary of Transportation Neil Goldschmidt, rebutting statements that Mr. Goldschmidt made in a letter published in the Feb. 21, 1980, issue of the Heppner Gazette-Times.

(Mr. Aho, formerly on the staff of Columbia Basin Electric Cooperative, Inc., recently joined the Bonneville Power Administration at Walla Walla. He is a train enthusiast and a member of the National Association of Railroad Passengers.

(In the final paragraph of Mr. Aho's letter, he suggests that Mr. Goldschmidt's statement might have been prepared by an underling and did not represent the real Neil Goldschmidt—defender and promoter of intercity passenger trains. As a matter of fact, the Heppner Gazette-Times received two letters from the Secretary, one an acknowledgement of our letter to him, and then his full reply. The signatures on the two letters looked remarkably alike, down to the squiggles and flourishes. We took the two letters and laid them on our light table, one over the other, and the signatures matched perfectly.

(Our suspicion was that Mr. Goldschmidt's letter had, indeed, been written by an aide. Perhaps he hadn't seen our inquiry at all. As for the matching signatures, they could have been applied with a lettering guide.

Honorable Neil Goldschmidt, Secretary
United States Department of Transportation
Washington, D.C.

Dear Mr. Goldschmidt:

Good grief, Neil! After just a few months as Secretary you are already beginning to sound just like Brock Adams.

I am referring specifically to a letter you wrote to Mr. Jerome Sheldon, publisher of the Heppner (OR) Gazette-Times, published in the February 21, 1980, issue.

You make the statement that you don't believe passenger trains "will ever carry a significant percentage of intercity passengers in most long-haul markets." My feeling is that as long as we have a Department of Transportation and Administration dedicated toward wiping out Amtrak, then you're probably right—passenger trains in this country don't have a chance.

You state that Amtrak's deficits continue to be "unacceptably high." By whose arbitrary standards? I'm a taxpayer, and I don't like a taxpayer ripoff any more than the next guy. But I certainly would rather see my tax dollars being spent to support a good national railroad passenger system than to see my money being thrown down the OPEC

rathole through our continued dependence on the private automobile as the primary means of intercity travel.

What's this about Amtrak's "relatively high fuel consumption"? You should know better than anyone that figures released by DOT have consistently shown fuel consumption by passenger trains far superior to the automobile or airplane on a seat-mile-per-gallon basis. And as far as comparing trains to buses, you also should know that there is no serious competition between Amtrak and the intercity bus lines, despite Greyhound's claim to the contrary that Amtrak is "stealing passengers."

And with regard to the Congressionally mandated standards and criteria for continued operation of passenger trains, I believe that these standards are totally arbitrary and that they intentionally discriminate against long-haul passenger trains. You mentioned "The Pioneer." You said that Oregonians' use of that train will be a decisive factor in whether or not it continues. Right now, however, it looks like "The Pioneer" is being sabotaged by DOT and Amtrak, by operating this long-distance train with corridor equipment designed for short and medium ranges, and by refusing to advertise or otherwise promote the train along the route. Try calling Amtrak's toll-free number to arrange a train trip between Portland and Chicago. You will be told to take the Empire Builder, not the Pioneer and San Francisco Zephyr option.

Finally, a comment about the suggestion to combine postal and passenger train services. This is an excellent suggestion, but how can postal contracts be maintained on routes like the Empire Builder when its schedule has been axed to three runs a week?

You may detect a note of hostility in this letter. I really don't intend it to come across this way—frustration would be a better word. Because I for one had great hopes that once Neil Goldschmidt got into office, the tables would begin to turn back in favor of Amtrak, and it just bothers the heck out of me to hear the same old Brockianisms coming out of your office.

Hopefully the letter in the Heppner paper was just a form letter sent out by one of your underlings—not Neil Goldschmidt, defender and promoter of intercity passenger trains.

Sincerely,
Rodney A. Aho
808 South Wilbur Avenue
Walla Walla, Wash. 99362

LETTERS TO THE EDITOR

'Salary increases for officials seem excessive'

Editor:

The requested salary increases for elected county officials strike me as excessive. The salary committee says the increases are justified because the proposed salaries are average for the state. Does Morrow County have a work load that is average for the state? While a certain amount of work must be done by every county, the fact that Morrow County has a small population makes it evident that our officials don't have the volume of work that

similar officials in Multnomah, Lincoln or even Umatilla counties have.

Money is tight and the county officials deserve raises to keep up with inflation but the voters aren't likely to vote in a 25 percent salary increase when they are urged to settle for 7 percent by President Carter. A wage increase is due these public servants but let's keep it within reason.

Sincerely,
Susan Schubothe,
520 Gale,
Heppner

'President Carter, please help private sector'

(The following was submitted for publication.)
Pres. Carter,

I am a wheat and cattle producer in north-central Oregon near Pendleton. I participate in world-hunger groups, farm bargaining and state politics. I also am a student of economics and I am writing to you today because it doesn't appear that you are getting all the input you need in down-to-earth economics.

I think you are correct when you are opposing wage and price controls, and gas rationing. We need desperately to turn our private businessmen loose and let them start to be productive once more. Let the private sector go to work!

I'm increasingly alarmed by the many government programs that are in effect and the suggestion that more agencies are needed, and that more studies are needed. There are plenty of programs now that need support.

With the increased cost of interest and gasoline to farmers we are facing an alarmingly difficult year. We will be going further in debt contributing to ever more debt, inflation, and interest costs.

We really do need parity of pricing between various segments of the economy so that we can trade our goods and services; in particular, farm products raised on the farm, new each year, and a source of either earned income or increased debt. We really do

need help so that we may be in balance with the rest of the economy and start generating income instead of debt.

I appeal to you in that you are my president of my country and are in the strongest position to deal productively with our economy. I plead with you to not overlook the positive influence of earned income from raw materials rather than ever more debt.

The private sector is still out here but it is in trouble. Please help us.

Sincerely,
Donald E. Peterson
Ione, Oregon 97843
503-422-7136

Smith scores VAT proposal

Congressional candidate Denny Smith say Rep. Al Ullman's value added tax proposal has almost no support among the public, judging from a recently completed survey. Only 2 percent of those responding, Smith said, favored such a tax.

About 100,000 questionnaires were sent out, mostly in the Pacific Northwest, in the poll commissioned by Smith.

"I think one would get the same results almost anywhere, even in states that don't share Oregon's tradition of not having a sales tax," Smith said.

Sifting through the TIMES

1930

Fifty years ago the Heppner MacMarr Grocery Store was robbed of \$305 in cash and silver from the safe and cash register. Checks were left behind on the floor. The thief opened the combination lock on the safe. It was the third burglary in 10 days in Heppner. The loss was not covered by insurance because the safe was entered by working the combination rather than blowing the safe up in some manner.

The Heppner Lions Club joined with the Heppner Rod and Gun Club in asking the state game commission for Morrow County's quota of game birds and fish. The county was promised 1,000 birds and 200,000 fish the year before and no birds had been received and only 50,000 fish.

Four Heppner High School students wrote songs to submit to a national music writing contest. Billy Cox wrote "Dear Old Heppner High." Fletcher Walker wrote "Heppnerian's Creed." John Franszen wrote "A Jump at Conclusions," and Gerald Swaggart wrote "Gratitude."

The Pennys store was remodeled with cabinets, platforms and shelves to better the display.

Two families in Irrigon were left homeless when their still exploded starting a fire that burned their house down. The county enforcement officials decided not to prosecute for illegal liquor manufacturing because they did not have enough evidence.

Two brothers were arrested for the possession of intoxicating liquor. They said they did not know the two gallons of moonshine were in the car. They were jailed and then released after paying \$1,000 bail.

1955

Twenty-five years ago Sally Palmer and Richard Kononen won \$200 scholarships from the local Elks and went to the district competition in La Grande.

Mary Van Stevens opened a dress shop in downtown Heppner next to her flower shop.

Jeff Carter, Orville Cutsforth, Edger Albert and Frank W. Turner were honored by the chamber of commerce along with Delbert Emert and Harold Johnston. The awards

civic service.

Lucy E. Rodgers retired from her post as county treasurer to move to Portland. W.E. Melena of Ione purchased the lone elevators and leased them to the Morrow County Grain Growers for 10 years.

The Heppner Mustangs finished fifth in the state B basketball competition in Salem ending the season with a 25-3 record. The only loss at state was to the eventual state champ Knappa 41-38. The team went on to beat Prairie City 57-34 and Enterprise 46-37 in later games. Against, Knappa, Heppner led for three quarters until Knappa got hot in the final period. Dick Kononen scored 10 for Heppner against Prairie City and 12 against Enterprise.

1975
Five years ago the Bank of Eastern Oregon had an open house to celebrate its remodeled building.

Kinzuff was also having an open house to celebrate the opening of its new office building.

A benefit for John Ekstrom raised more than \$1,350. Ekstrom, a junior at Ione High School, was seriously injured in an automobile accident and spent several months in a Portland hospital. More than 400 persons attended a spaghetti dinner in his honor. Other money-making events included a cake walk, silent auction and white elephant sale.

The family that had won the First Baby Contest seemingly disappeared from the community and the merchants were unhappy about it. The parents collected the gifts, and the father leased a local gasoline station. He cashed in the station's receipts one day, the mother bought some new clothes for the children. They moved everything from their trailer home and were gone. Meanwhile their checks had bounced.

Anita Davidson was third in the state of Oregon in the Elks Scholarship Competition. She had won \$2,300 in scholarships and was going to be included in the national competition. She also won \$400 from the Union Pacific Railroad for a 4-H scholarship.

Presidential ballot named for Oregon's primary

The following persons will appear as presidential candidates on the Oregon Primary Election ballot May 20, according to Secretary of State Norma Paulus in Salem.

Democrats—Edmund G. Brown, Jr., Jimmy Carter and Edward M. Kennedy.

Republicans—John Anderson, Howard Baker, George Bush, John Connally, Robert Dole, Phillip Crane and Ronald Reagan.

According to Oregon law, the secretary of state shall place the names of those presidential candidates on the ballot who are generally advocated or recognized in the national news media.

Whether former President Gerald Ford should appear on the ballot was a question raised after the list was released. Ford apparently called Gov. Victor G. Atiyeh to express interest in appearing on the Oregon ballot this year.

Mrs. Paulus said her staff in the past eight months has perused over 14,000 newspaper clippings from all sections of the country to determine those persons generally recognized or advocated as presidential candidates.

The only other way that a name may be placed on the Oregon presidential primary ballot is by petition.

Business Directory

Auto Parts

Heppner Auto Parts
234 N. Main Heppner 676-9123

Floor Covering

M & R FLOOR COVERING
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