

THE GATE CITY JOURNAL

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WHY NOT AGREE?

The Central Oregon highway has been taken care of, a fortune has been expended on the desert stretch of the Yellowstone Cut-off highway extending from Burns to Lakeview in Harney county and now Portland gets her short cut to the sea at a cost to the state of \$4,500,000.

Another deserving project is the I. O. N. highway through Malheur county. It would not cost the state millions of dollars but can be constructed by federal aid funds under the Oddie-Colton bill if a route through public domain is selected. If a section or two passed through county owned land why not borrow Oddie-Colton funds as Harney county did to complete the Burns-Lakeview gap?

However, that might not be necessary. Ranchers familiar with the wide open spaces tell us it is possible to route the road from Jordan Valley south through public domain if a course on the south side of the river is selected. Ranchers are eager to cooperate and have offered to guide anyone interested over this route. They also tell us that such a route would miss the lava beds through which the present pioneer trail of the I. O. N. passes.

It has been suggested that a new route south of Nyssa thru public domain, might be feasible. Someone else favors tying in with the Central Oregon highway at Harper. However, this last mentioned route would not give the people

of Jordan Valley the highway connection they have long championed, nor serve as many people.

We are reminded that it is impossible to please everyone. Nor is it possible to build a road which would pass through every town. It is possible to agree and unite our efforts on a project of such apparent value as a real, short cut route to markets of Nevada and southern California. We can give thought to our producers and their need for better market facilities. In one voice, we can ask the highway commission to make a survey of the proposed I. O. N. highway with available Oddie-Colton funds.

Senator Tasker L. Oddie, co-author of the bill which has already provided funds for the Central Oregon highway, is with us on the I. O. N. In fact, he sponsored the bill for the purpose of securing the I. O. N. highway at little cost to the state of Oregon.

Of course, Nevada wants a short road to the north. Of course, Idaho wants a short road to the south, but does that undermine the great value of such a road to Oregon and Malheur county producers. We should bless the day that gave us the desert pathway for such a connection.

GREAT FAIR—GREAT COUNTY

One cannot visit the Malheur county fair without coming away with a deeper appreciation of the richness of our irrigated lands. For such an unusual show an unusual region is required.

When we left the exhibit halls, we carried away several thoughts. The first one dealt with the spirit and enthusiasm of the men and women who every year make the displays. Many of them are farmers and others are townspeople who are just as proud of the big melons and spuds as are the growers themselves. Stock barns were filled to overflowing. Everywhere were ribbons, tokens of award.

We marveled at the diversity of the products of Malheur county. Surely no section could show greater variety. Everything to eat and wear. All the products of the garden, wonderful vegetables; fruits of the orchard; all the products of the field: wonderful grains. Then there was the butter and honey, wool and hay.

And as we were reflecting on this diversity of Malheur county products, there came to us a fuller realization of the cause of our good fortune. We do not stake our chances on one crop, as they must in the wheat or cotton belt, we play them all and by so doing our farmers are bound to have some winners.

And there was another thing that impressed us. It was the interest in the county fair shown by the Nyssa community and others. Vale, Westfall, Harper, Big Bend—they were all there. One could see pride in faces all around. It was as though each one were thinking to himself, "Well, see what we can do!"

Yes, indeed, see what we can raise. The evidence is on every hand. If everyone who wanted a farm could see the exhibits at the fair, we could settle our irrigation projects overnight.

FIVE-DAY WEEK

As a result of a conference of manufacturers held at Boston two weeks ago, under the leadership of Governor Winant of New Hampshire, President Hoover has been urged to call a conference of governors and industrial and labor leaders to spread the adoption of a shorter work day and week as a means of bettering employment conditions.

Because of labor-eliminating machinery the productive power of the average worker has nearly been doubled within the last twenty years it is believed that national adoption of the plan would replace 3,000,000 workmen. The proposed procedure, which will necessarily be difficult of application, may be accepted as an inevitable step in industrial evolution. If adopted, considerable time and effort will be required to adjust wages to the new condition to the end that workers shall receive proportionate benefits from the mechanization of industry.

Persons of middle age will recall the long-drawn battle for an eight-hour day as sponsored by organized labor and which was reluctantly accepted by great industrialists of the period. Now it is the employers themselves who seek further reduction in labor hours, experience has taught them that there can be no permanent prosperity for any major industry under conditions wherein a large part of our population is deprived of buying power.

AN OBJECT LESSON

Upon reading the accounts of the adventure in which Mrs. J. C. Vinzlerberg, 80-year-old Huntington woman, played the leading part—being lost on the slopes of Mt. Emily for two nights and a day—we are amazed at her remarkable self-possession.

Not once in all the time that she was away from camp did she allow herself to become frightened or frantic. In fact, she was apparently much more calm and composed than her relatives who were leading the search for her. Not even once did she "lose her head" and start wandering aimlessly as many lost persons do. Persistently she continued her search for a road which would lead her to camp again, and steadfastly refused to succumb to the fears which might have beset the minds of most members of the younger generation under like circumstances.

Are we, as a generation, doing as well? Are we keeping our heads above the whirl of fear and the sloughs of despondency that beset the straight and narrow road to success in life? On the contrary have we not departed time and again from our course, wandering hopelessly when we could not see our way ahead, and blindly blaming others for our predicament instead of shouldering our responsibilities and applying our best efforts and keenest thinking to the maze of problems surrounding us?

Mrs. Vinzlerberg, clear-headed and courageous, did the only thing she could do to help herself; she kept looking for the road she had lost, maintaining her courage to the end. Many of our present day troubles might be avoided, or at least we might conquer them more rapidly, if we would follow her splendid example.—La Grande Observer

It is hard to drive a bargain, said the fellow who bought an old flivver for \$10.

Voice of the Press

CALIFORNIA PRISONERS WORK

California is building a new "coast road," running north and south, close to the edge of the Pacific. It parallels the splendid roads that already run from San Diego to the end of the State and on up through Oregon and Washington, to Seattle, for a total length of more than fifteen hundred miles.

Convicts are employed on the coast road, paid enough to help get a start when they leave prison, a better plan than leaving them locked up, to rage and mutiny. The money earned is kept for them, but if a prisoner runs away, as occasionally happens, that costs the other prisoners dear.

For each runaway prisoner, captured, a \$200 reward is paid out of the earnings of all the prisoners.

TWENTY CENTS A MILE

A cut of \$1,000,000,000 in the federal budget is necessary for permanent national recovery, states Bayard M. Ruess, war-time head of the war industries board, in a recent article.

We suggest that congress, at its next session, start the billion dollar cut by reducing the traveling allowance of its members, which have disgraced that body since 1868. The allowance since that time in going to and from Washington, D. C., has stood at 20 cents a mile, which amounts to approximately \$2400 for a west coast representative serving a two-year term. There are a long and short sessions of congress in the two-year period and the measure provides mileage for the two trips. If the sessions happen to run together or the congressman decides not to go home during the period of adjournment, he draws his mileage just the same.

Actual traveling expenses cannot possibly amount to more than one-fourth of the actual sum paid out, and to continue the allowance at the present rate is merely to swell the congressional salaries by a means designed to escape public attention.

Members of congress have their restaurants run by the government, Turkish baths run by the government, barber shops run by the government; they have their franking privileges, and their 20 cents a mile. These are times when the perquisites of officeholders are being scrutinized with ominous interest by the taxpayers, and we suggest that congress should not try to hold on to more than the public will stand for.—Oregonian.

OREGON'S JOB

Oregon is reluctant to surrender her argument that the I. O. N. highway is an Idaho and Nevada road and that if these two states want it they should build it.

Such a position is wholly untenable. Idaho and Nevada can't build roads in Oregon even if they wish to do so. And, if they could, Oregon would be the first to resent outside interference even in the form of help, with her own highway program.

It would be absurd for Idaho to inform Oregon that she can do her own Columbia Basin development because it happens to concern Oregon and not Idaho. It would be absurd for Idaho's congressional delegation to oppose improvement of the harbor at Portland because it is Oregon's harbor, not ours. It is absurd to hold that Oregon should have aided the highway from Nyssa to Caldwell just because Idaho wasn't interested in building a highway to take people out of this state when other

roads kept them here much longer. The I. O. N. is Oregon's job.—Caldwell News Tribune.

A LIVE PAPER

The Gate City Journal, published weekly at Nyssa by W. F. and Alma McLing, now comes to our desk. The Journal is a live newspaper, full of interesting home news and well patronized by advertisers of Malheur county. The people of the Nyssa community should be congratulated. The Journal is more than an average weekly paper.—Fayette Enterprise.

MRS. C. BURON, PIONEER MATRON OF BEULAH DIES

122PT MRS C BURON PIONEER MA Mrs. Clara B. Buron, aged 72, resident of the Beulah community in eastern Malheur county for many years, was buried last Wednesday in the Beulah cemetery with services by Rev. C. C. Hovda of Ontario. Mrs. Buron was a sister of well known ranchers of the Westfall and Beulah section, Win and Dick Scott. She is also survived by a sister Mrs. Mary Smith of Westfall.

Mrs. Buron died of cancer. She passed away at the Ontario hospital where she had been under treatment for the past month.

A native of Oregon, Mrs. Buron was born in 1859. She came to the Agency valley in Malheur county in 1880 and spent the remainder of her life there. Friends throughout the county mourn her death.

LIGHTING HEN HOUSE IS GOOD BET SAYS FOX

Lighting the poultry house at night will increase winter egg production, F. E. Fox told the Oregon convention of poultrymen in Corvallis last week. He stated that morning and evening lighting will force year-old hens in particular to high winter production, after which they may be sold off in the spring at meat prices.

A. G. Lunn, head of the poultry department of Oregon State college, declared there is no better practice than the present standard of having hens scratch for the grain in the litter and get mash from a hopper. Lunn compared results of the standard practice with three proposed methods of feeding and found it preferable.

President Cockell urged that the state maintain the research, particularly the disease control work of the state poultry department, which is said to be vital to Oregon's chicken and turkey industry.

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