

THE GATE CITY JOURNAL

TED M. BRAMMER and GALE Z. BRAMMER

Editors and Publishers



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Letters to Editor

Signed letters to the editor are welcomed and will be printed if they do not contain comments of a libelous nature or attacks on religious and racial groups. Publication of the letters does not signify the agreement of this newspaper with opinions expressed.

Sept. 26, 1959

Dear Editor:

Here's wishing you good hunting!

THE FOUR-POINT BUCK

The morning stillness was shattered by the crack of a 30-06. And out in the editor's meadow a big four-point buck kicked; Yes, out in the frosty meadow a big four-point buck kicked.

By the moonlight the proud buck had nibbled on the twig of the apple and pear,

Then he lightly stepped in the meadow, caught no editor scent on the air;

Yes, he lightly stepped in the meadow, caught no danger scent on the air.

The first shafts of light in the eastern sky told the sun was on its way,

But the proud buck didn't know

it herald the editor's season day;
 No, the proud buck didn't know it herald the opening season day.

He heard a sound and turned to look, thinking it nimble his mate,

And he heard not the crack of the editor's gun, if he did he was a way too late;

Yes, he heard not the crack of the hunter's gun, if he did he was way too late.

Then the sun came over the mountain, looked down on the meadow of hay,

And saw the editor's four-point buck as in death in the hay he lay;

Yes, saw the quivering four-point buck as in death in the hay he lay.

So that's the end of the four-point buck as you can tell at a glance, And somewhere I know, there's a sorrowing doe, 'twas the end of a lovely romance;

Yes, somewhere I know there's a sorrowing doe, 'twas the end of a lovely romance.

OSCAR B. BRATTIN

To the Editor
 The Gate City Journal
 Nyssa, Oregon

In recent mail I received a note and a clipping from a person in San Francisco, Calif. At least the postmark was S.F., and it was signed: "A Friend Who Remembers."

The note said: "I came across this today in my newspaper, and after reading it, I thought about you, because I lived in Nyssa for five years. Twice I was in trouble with the law, and several times I came to your office and to your home asking for advice and help, and you would always listen to me and tell me what you would do under similar circumstances if you were in my position. You advised me to 'go places' and make a new start, and that is what I did. Now I have been in San Francisco for five years, have established myself in a small business and am doing well. I am buying a home for my family, and in a few years we will own it."

"I have two more children than when we were in Nyssa, and we are a very happy family. My wife is an Ontario girl and some of her family still lives in Ontario. "God bless you and Nyssa."

The note as I said before was signed: "A Friend Who Remembers."

In view of the fact that the clipping, a poem, fits so many good people in Nyssa and its community—people who have striven to make Nyssa a better place to live by their helpfulness to others, like the person who sent the note

From This Corner . . .

By T.M.B.

Now that Khrushchev has gone back and is now talking out of the other side of his mouth to the Chinese Reds, perhaps we can get our feet back on the ground and take a sensible look at his visit, and then give our attention to our immediate problems at home. I believe most of us feel a sense of relief that he has returned and the chance of any bodily harm coming to him has passed. It was quite a gamble to have him over here, and the authorities did a real job on his security. What good or harm may come from his visit remains to be seen and we must only hope for the best.

The steel strike is in its 77th day and no closer to a voluntary settlement than at the end of the first week. But it is considerably nearer a settlement as it is affecting so many other industries that the President will be forced to take a hand in the settlement soon.

and clipping to me—I am sure that this person must have had in mind several other people right here in Nyssa, who when they listened to him, smiled and gave their advice as to the best thing to do under the circumstances.

I believe in some cases these people slipped him a few dollars to help him and his family at that time. Because of this I thought it might be well to ask you to publish the note and poem which is "anonymous" in order that so many people of Nyssa will appreciate the maybe, little things they have done in helping others, but which meant so much to those who were helped, maybe just a little, but with a "Smile."

Editors note:
 (The poem referred to was "The Man Behind The Smile" and ran in the Aug. 13 issue of the Journal, hence is deleted here.)

My Own Personal Feelings:
 Nyssa isn't just one person, one group, one mayor or one city council, nor one church or lodge, one business, or even one industry, the wonderful land, the crops, the climate and the enjoyment of living in God's country, as we here in Nyssa community do . . . it's the people, the kind of people who live here, as individuals, groups, civic, business and fraternal, and the churches, who make our community worth living in, and remembered by this person who saw fit after five years to remember Nyssa and some of its SMILING PEOPLE.

Respectfully,
DON M. GRAHAM

Service Academy Screening Exam Scheduled in Nov.

Announcement was made last week that Congressman Ullman will make the appointments this year to the Air Force, Maritime,

Military and Naval Academies and that the Civil Service screening examinations will serve as a basis for selection.

To be eligible an applicant must be between the ages of 17-22, unmarried, of good moral character, in good physical condition and a legal resident of the second Congressional District of Oregon.

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DEPARTMENT STORE

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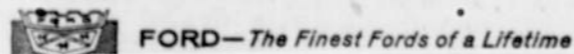
A new world of style! A new world of savings!
 A new world of performance! A new world of built-for-people comfort!
 A new world of station wagon living!

On October 8, for the first time, there will be not one, not two, but three completely new kinds of Ford cars designed and priced for nine out of ten Americans:

The 1960 Fords—The Finest Fords of a Lifetime, beautiful from any Point of View, worth more from every Point of Value!

The 1960 Falcon—The New-size Ford, the world's most experienced new car, and the easiest car in the world to own!

The 1960 Thunderbird—The World's Most-Wanted Car!



Here are 15 new models! Economy-minded Fairlanes. Big-value Fairlane 500's. Elegant Galaxies. Five beautifully husky new station wagons. A sleek new Sunliner convertible and a brand-new hardtop model, the Starliner.

A wonderful new world of style. Ford's beautiful new proportions flow smoothly through an elegant Thunderbird-inspired roof to swift rear-quarter lines.

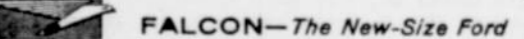
A wonderful new world of performance. For action, there are new Thunderbird V-8's that blend blazing power and acceleration with kid-glove smoothness.

A wonderful new world of ride. With Ford's new Wide-Tread Design, wheels are spread farther apart for a full 5-foot tread. It handles and rides like the Thunderbird!

A wonderful new world of economy. Ford's Mileage Maker Six and Thunderbird 292 V-8 and 352 V-8 all travel beautifully on regular gas at savings up to a dollar a tankful. And go 4,000 miles between oil changes.

A wonderful new world of built-for-people comfort. Six big people—including the man-in-the-middle—ride in greater comfort than ever. The new Fords give you as much as 4 inches more shoulder room, more knee room, more hip room. You relax on chair-high seats.

A wonderful new world of safety. Ford's big safety news for 1960 includes new Truck-Size Brakes with brake linings 25% bigger. Ford's new Safety-Girder Frame is 25% stronger than ever before. Better visibility, too.



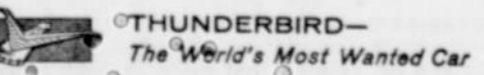
Here is the welcome news Americans have been waiting for . . . the Falcon, a product of Dearborn, Michigan, automotive capital of the world, was expressly designed for American needs on the American road. It's the one economy car without the economy-car look.

Averages up to 30 miles per gallon. Experience Run, U.S.A., proved it! Oil savings? Ford's standard Full-Flow Oil Filter stretched oil changes 4,000 miles apart.

The engine's up front for greater safety and stability. Built brand-new for the Falcon, the short-stroke Falcon Six was developed, and mounted up front, according to long-proved, thoroughly accepted engineering principles.

1960 Falcon seats six with ease. Six fit comfortably into the Falcon—and it swallows luggage for six in the big rear trunk that holds 23 cu. ft. Compare this with other!

Easiest car in the world to own. A Falcon is so easy on the wallet that it's easier than ever to be a 2-Ford family!



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