

LITTLE CHANGE IN PRICE TREND

Federal Bureau Issues Report on Farm Situation for May.

PORTLAND, Ore., (AP)—Although the trend of farm and commodity prices as well as general business conditions was downward or unchanged between April 15 and May 15, there is cause for cheerfulness if a normal reaction follows an ease in the New York money market, the bureau of agricultural economics, United States department of agriculture, reported in an analysis of the national price situation for May.

Cheaper money in the New York market, the bureau said, is influencing other sections of the country and this usually leads to a cheapening of commercial credit and facilities an improvement in business.

There is little prospect to indicate that the buying power of consumers during the next month or two will be materially different from that at present, the analysis shows. Improvement, however, will take place as business gradually reacts to low interest rates and to other factors that help stimulate business generally.

The bureau's report on the farm and commodity price situation for May was as follows:

Farm Prices—The general level of farm prices advanced slightly between March 15 and April 15 as a result of higher prices for most items except wool and livestock. Since then both crop and livestock prices have again declined, except cotton, and the general average of farm prices during the first half of May was lower than on April 15.

The present low level of farm prices may be compared with the low levels reached in the preceding declines, namely in June, 1921, May, 1924 and April, 1927.

General Commodity Price Level—The trend in commodity prices in general was downward during April and the first half of May. Prices on May 6 were at the lowest level since 1916.

Six of the eight groups of commodity prices covered by the report averaged lower in the first week of May than during March and April, the exceptions being building materials prices which have remained unchanged for several weeks.

WHEAT—The foreign demand for wheat continues poor but some improvement is probable in the next few months. Crop conditions to date do not indicate any material reductions in production as occurred in Canada last year.

The average farm price of potatoes for the country as a whole at 146.1 cents per bushel was 9 cents higher on April 15 than on March 15 and 21 cents higher than in April last year.

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Hogs—Hog prices in April fluctuated over a narrow range and were considerably below the levels of April, 1929, notwithstanding that slaughter supplies were about 7.5 per cent smaller.

CATTLE—Prices of all grades and grades of cattle declined during April. Decreasing consumer demand rather than increasing supplies was responsible for the weakness in the cattle market.

BUTTER—May creamery butter production will probably be below that of a year ago. Trade output in April appears to have been slightly larger than a year ago but at prices averaging about 12 per cent lower and there is no indication of an immediate increase in demand.

EGGS—Egg prices usually advance in May and June but the advance this year may not be very material. Receipts will probably continue as heavy as last year; storage stocks are high; the season demand for hatching and breaking is

near an end; and apparently consumption which increased during the first three weeks of April, has dropped off since. Easter, Fresh extras averaged 27.5 cents compared to 30 cents a year before. Following a decline of one cent at the end of April the price has been close to 26 cents during the first ten days of May. Last year the average for this grade was 32.9 cents in May and June.

POULTRY—The farm price of chickens is making its seasonal advance which usually continues until it reaches a seasonal peak during May or June, but it is on a lower level than last year. Storage stocks of frozen poultry are large; hatchery reports indicate plentiful supplies this summer and prices of competitive meats continue low and may weaken the demand for poultry. The farm price for chickens on April 15 was 21.1 cents, an advance of 15 cents of the month before. The April price was 2.7 cents below that of April, 1929.

WOOL—Domestic wool prices held steady for the first three weeks of April then declined again but trade at Boston improved considerably in the second week of May and prices for that week held firm. Prices of foreign wools in bond at Boston have held up however, except for declines on some medium grades of Australian and Argentine wools. The London wool sales opened May 13 with sales very brisk and prices unchanged to ten per cent higher than at the close of previous series.

Stocks of wool in foreign primary markets in April were larger than a year ago and there is a desire to dispose of them before the coming of the new clip.

KAMELA PERSONALS

Mrs. C. L. Hudson spent Thursday in La Grande.

Mr. and Mrs. M. Broms and son, Barton, drove to Pendleton on Sunday.

Mr. and Mrs. G. Tameris have gone to Elgin to spend the summer. Mrs. Tameris will return to touch here next fall.

Mrs. W. Lane and daughter, Helen Mae, of La Grande, have now moved to Kamela to spend the summer with Mr. Lane, who has been working here for some time.

H. Hood, engine foreman here, is sick at present.

Mr. and Mrs. H. Horstman and son, Jack, spent Saturday evening in La Grande.

Mr. and Mrs. T. Burton and son, Karlee, accompanied by Mrs. H. Horstman, drove to Walla Walla, Wash., on Sunday to visit Mr. Burton's brother.

Miss Alta Smith, who has been convalescing in La Grande after a serious operation, spent a short time on Wednesday in Kamela. From here she went to the home of her parents in Pilot Rock. After a few weeks rest there she hopes to return to her duties in the Kamela grocery store. Her many friends here are glad to know she is making a good recovery and will be glad to see her at work again.

K. Pierson, of Perry, was a Kamela visitor on Wednesday at the home of his sister, Mrs. H. Horstman. Mr. Pierson is now working in Halfway with Mr. Kelley.

R. L. Casteel of Wasco, Ore., who has been spending a few days in Kamela with his brother, Herbert and his sister, Miss Nancy Casteel, left Friday morning for Walla Walla, Wash.

J. K. Charlton, of La Grande, who has been working in Kamela for some time went to La Grande on Thursday.

New residents in Kamela are Mr. and Mrs. Frank Ellis. They have rented the De Kalb house here. Mr. Ellis is employed by the highway.

Mrs. A. Kennison and daughter, Iona Maud Brooks, of Meacham, returned on Saturday from Castle Rock, Wash., where they spent a week visiting relatives. Mrs. Kennison's son, Ernest Brooks, and her mother, Mrs. J. Cook, accompanied them home. Mrs. Cook will remain for a short time visiting in Meacham.

Gale Hansen attended the Meacham dance on Saturday, and had the misfortune to have his overcoat stolen from his car while there.

A. Kennison drove to Telocast on business on Thursday.

Walter Hoert, of Pilot Rock, was a Kamela visitor on Thursday.

Gale Hansen spent Thursday with his parents in La Grande.

Mrs. C. Thornburg and son, Jan, returned on Wednesday from Brownlee, Ore., where they spent several days visiting at the home of Mrs. Thornburg's father, Finlay Gordon. Both returned blistered by the sun and were surprised to find it had been so cold in Kamela in their absence. Mr. Gordon had his first crop of alfalfa hay cut, as had other farmers in that vicinity. Sanke River peaches do not seem to be so plentiful this year. Several peach trees died on account of the dry season last year. Mr. Gordon, who had several fine peach trees, lost them all.

Mr. and Mrs. P. P. Brooks and grandson, Francis, drove to La Grande on Thursday to decorate the grave of their son, Charles, who died two years ago.

Orval Casteel, of Wasco, Ore., and Blaine Casteel, of Pilot Rock, cousins and nephews of Herbert and Miss Nancy Casteel, of Kamela, are spending a few days visiting here.

Mr. and Mrs. H. Horstman drove to La Grande on Tuesday evening. Mrs. Elizabeth Chelf returned to Kamela several days ago after a short visit with friends near Pilot Rock.

In spite of the heavy rain which fell on Thursday night and most of Friday the highway is not very slick or muddy. Grading is now practically finished as far up as Bodie, where the rock crusher is situated. The steam shovel is now being used near there. The highway is very wide now and several of the new fills, where curves have been eliminated, are being used.

THE PLOWSHARE TAKES FORM AT LAST



French Channel Ports Protest Tunnel Scheme

By John Evans (Associated Press Staff Writer) CALAIS (AP)—Calais and other northern French ports are fighting plans to build a tunnel under the English channel because they feel certain submarine travel would kill their water traffic.

Calais, Boulogne, Havre, Dieppe, Dunkirk, Cherbourg and Saint Malo all are interested in both passenger and freight traffic with England.

If the proposed \$150,000,000 tunnel is built from near Calais to Dover, opponents of the idea assert, the channel shipping business will all but cease and much of the trans-Atlantic traffic will be diverted.

Although the French end of the channel subway would be near here it is not expected many people would interrupt their trip to Paris or to London simply to see the town. The freight loss would be more serious because trains would roll right through the outskirts of Calais on their way to and from Paris.

This opposition recalls the difficulties the plan has encountered since M. Mathieu proposed it in 1860. Napoleon III first got behind the plan in a serious manner in 1867.

A score of times the plan has been before the British parliament. Thousands of soundings have been taken in the channel and the most eminent engineers of France and England have declared the tunnel feasible. Military reasons often affected the idea but less is heard of that aspect year by year.

In an elaborate report made by a British official commission last year there were mentioned several other plans, all rejected. One was for two parallel dikes across the channel, traffic running on the dikes while the water between would be a canal hooked up with the waterways of northern Europe.

Another idea was an unbridged

bridge over the channel. A third was the laying of a steel and cement tube on the channel bed. The bridge and dikes were discarded because among other reasons, they would block channel shipping. Approximately 1,174,932 pounds of turkey were eaten in California last year, according to the state Turkey Growers' association. This was an average of 2.3 pounds for every man, woman and child in the state.

Jungle to Yield Lost Maya Rites For Oldest Chicago Fair Exhibit

CHICAGO (AP)—A Mayan temple will rise on an island of Lake Michigan on Chicago's waterfront in 1933.

The tentative plans are announced by the anthropology section of the National Research Council, as part of the coming Chicago World's Fair.

The Mayans are a vanished people, who built in Yucatan, Mexico, a civilization of fairly high order, the beginnings of which are estimated by some scientists as long as 7,000 years ago. It was over the jungles now obliterating this civilization that Lindbergh demonstrated uses of the airplane for archaeology.

Dr. Franz Blom of Tulane university is in Yucatan collecting data for erection of the relics which are planned as the oldest of all the Americana at the fair. It is proposed to reconstruct the four famous buildings known as the Monjas of Uxmal, said to be the greatest achievement of the American Indian.

Actors will impersonate the Mayans, and their dress and ceremonial dances will be reproduced faithfully from carvings now found in the Yucatan wilderness. Worship of the feathered snake, Kukulcan, will be included.

The artificial island, of 20 to 25 acres, will contain also faithful reproductions of native habitats of Mound Builders, Eskimo hunters, and the better known American Indian tribes.

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GHIRARDELLI'S Ground CHOCOLATE Say "Gear-ar-delly"

LAUNDRYMEN TO MEET

SALEM, Ore., June 2 (AP)—Oregon laundries will meet for their annual convention Friday of this week. Several speakers will be present from outside the state. A banquet Saturday night will end the convention.

RICHFIELD WINS AGAIN! AT INDIANAPOLIS RICHFIELD 1st 2nd 3rd 4th 5th Place Won by Richfield The 8th Annual RICHFIELD triumph at Indianapolis, the World's Greatest Racing Classic BILLY ARNOLD, 1st, in a Miller-Hartz Special! "Shorty" Cantlon, 2nd—in a Miller-Schofield Special! Louis Schneider, 3rd—in a Bowes-Seal Fast Special! Lou Meyer, 4th—in a Sampson Special! Bill Cummings, 5th—in a Duesenberg Special! And Richfield Gasoline in all five cars! These daring racing experts competing in the largest field since the inception of the great Indianapoli Classic in 1911—with the pick of every gasoline in the world—chose Richfield to assure victory! Richfield-powered cars set the pace in this grueling 500-mile run—leading in lap after lap throughout the race—roaring across the finish line first, to the thunderous applause of more than 180,000 racing fans—the greatest crowd that ever witnessed a sporting event in the United States. Billy Arnold averaged 100.448 miles per hour, leading the field for 198 laps—approximately 3 miles per hour faster than the winner of 1929 and close to the track record established in 1925 by Pete DePaolo of 101.13 miles per hour—also made with Richfield. There is a reason why Richfield wins in these world-famous events—WHY it has won more speedway victories and world's records than all other gasolines combined! Discover this reason in the performance of your own car. Get the racing thrill of Richfield, the added power and speed, the greater mileage from this famous motor fuel. Fill up today with Richfield—the world-champion gasoline!