

THE BEND BULLETIN

and CENTRAL OREGON PRESS
The Bend Bulletin (weekly) 1904-1951
Published Every Afternoon Except Sunday and Certain Holidays by The Bend Bulletin 196-194 Wall Street.

FINISH THE PRESENT SYSTEM FIRST

In his editorial column in the Roseburg News-Tribune our friend, Charles V. Stanton, reports that the construction of a cross-state highway over the North Umpqua route to The Dalles-California highway will be proposed to the legislative interim committee now engaged in a study of the state highway system.

Malcolm Epley has printed a portion of the Stanton piece in his "Today's Roundup" column in the Klamath Herald and News but without any comment of his own.

"The Roseburg-Coos Bay and coastal area south of Coos Bay forms the most isolated section of the state. An east-west road, following the North Umpqua, would link both Bend and Klamath Falls with the nearest Pacific port, and would provide outlet, through those two cities to transcontinental highways.

"In our opinion, there is sound reasoning behind the proposal. The North Umpqua route offers the best east-west location in the entire state. Practically the entire climb is outside of the snow belt, whereas all other east-west roads, except the Columbia river highway, climb mountain passes inside the snow belt where dangerous icing conditions are encountered.

"This road would open one of Oregon's finest potential winter playgrounds—the Diamond-Crater lake area—to all-year usage. Commercially, it would give the various tributary communities benefit of lower transportation rates, through competition between rail and water transportation systems.

"Oregon's road program for the next 20 years probably will be largely controlled by the report of the interim committee. In outlining over-all highway development, the committee doubtless will submit recommendations utilizing the major part of all highway income for many years to come.

"It is to be hoped that Coos Bay, Roseburg, Bend and Klamath Falls can be brought into a program of united action in support of the proposed development." The local decision on this prospective invitation will be made, we suppose, by the directors of the chamber of commerce after study and recommendation by the chamber's highway committee.

Our feeling in this matter is not based on opposition to the particular piece of construction proposed by our Roseburg friends. It is based on the more fundamental belief that there should be no additions to the system until the highways now under construction or in process of reconstruction are finished. One reason for the condition the legislative committee is studying is the manner in which highway after highway has been added to the system and then given precedence in the building program.

We undertake no examination of the arguments advanced on behalf of the proposed Umpqua road. We say simply that there should be no mileage added to the state system unless it can be shown without any question that it is more important to build the proposed road than to put the cost into a road now on the map.

Others Say . . .

A TIMELY COMPLAINT

(Astorian Budget)

The Lower Columbia Highway association has learned that, contrary to the general belief in these parts, the highway commission has no further program for improvement of the lower river highway after completion of the contract for a stretch between Rainier and Globe, scheduled for attention early next year.

This fact was learned from a highway department official who answered arguments of the Lower Columbia Highway association's committee that appeared before the legislature interim committee on roads, streets and highways Tuesday in Portland.

People in the lower Columbia river were of the impression that the highway department had its post-war road program a project for continuing toward Astoria the modernization of this highway that has been between Portland and Rainier in recent years.

But such is not the case, evidently. The highway department intends to let the communities westward from Rainier continue to slip and slide over the narrow, twisting, antiquated, frost-covered 1919-model road that they have been using for the past 28 years.

It is obviously a good thing that the Lower Columbia Highway association has been formed just at this time, when the work on the Portland-Rainier section of the road is about finished and when the legislature interim committee is preparing recommendations for a long-range program.

Had the lower Columbia communities failed to act, the state

highway department would plainly be willing to let the lower river road continue in its present state indefinitely.

We believe a good case can be made for the work needed on this road. Changes in vehicular travel in the past 30 years have made a 1919 road obsolete. Very few 1919-model highways are still being used on important routes.

And it is obviously high time for the interested communities to act if they are to get results. There will never be a modern highway along the lower Columbia unless the cities of that area make a loud complaint.

STEPS UP IN CLASS

Foxboro, Mass. (UP)—Leon Direct, 14-year-old harness horse which has won several races at the Bay State raceway here, once was sold to a farmer as a plow horse.

Adventurer

- HORIZONTAL
17 Pictured adventurer
14 Peruser
15 Call
16 Norwegian capital
17 On the sheltered side
19 Ball
20 Christmas song
21 War god
22 Looked at
23 Senior (ab.)
24 Steamship (ab.)
25 Carry (coll.)
29 Nuisance
32 Put on
33 Compass point
34 Bamboo-like grass
35 Heavenly body
37 An (Scot.)
38 Electrical unit
40 Malgrass
43 Wagers
47 Gaelic
49 Genus of shrubs
50 Entrance
51 Small piece (Scot.)
52 He wrote a book about
54 He is an
56 Pith
57 Comprehends

Answer to Previous Puzzle

Word search puzzle grid with words like GEORGE, JESSEL, and others hidden within.

to an arrangement whereby, if the farmer did not choose to cash in his certificate until 1947, the income from the sale would not be taxed until 1947. In short, the deal was so rigged that the farmer had everything to gain and he couldn't possibly lose. And that is apparently all he wants now.

Plane Fire Alarm Grounds Big Ship

Detroit, Nov. 25 (UP)—A Seattle-bound Northwest Airlines DC-4 landed safely at the Willow Run airport here early today after reporting that one of its engines developed trouble while flying over Cleveland. None of the 13 passengers and four crew members was injured.

No Fire Found

Jaffray said the DC-4 had been stripped down but that no indication of fire had been found. He said the warning was "apparently caused by a faulty connection in the warning system."

Bend's Yesterdays

Fifteen Years Ago (November 25, 1932) Gasoline was retailing in Bend today at a mark four cents below yesterday's prevailing price, the result of a new gas "war" now under way in the northwest.

Jefferson high school of Portland won its second successive state prep football championship by soundly drubbing the Medford Peapickers in a Thanksgiving day game at Portland.

Mrs. F. J. Newton, of Portland, will discuss her experiences as a missionary for 25 years in India, as guest speaker at a joint meeting of the First Presbyterian Women's association and the Evening Women's fellowship, to be held Wednesday, November 19, at 7:45 p. m. in the church parlors.

Use classified ads in The Bulletin for quick results.

Washington Column

By Peter Edson (NEA Washington Correspondent)

Washington, D. C. — Houston Harte, Texas newspaper publisher, sends in a report from his San Angelo Standard and Times that gives the best picture yet of what's happening down on the big wheat farms.

As of October 1—again the latest report available—CCC had made loans of \$37.75 million dollars on 20 million bushels of 1947 wheat. While this sounds like a lot of money and a lot of wheat, it is only 1.5 per cent of this year's 1.4 billion bushel crop.

Off the record, department of agriculture officials will admit frankly that the big wheat farmers are afraid of government loans. What they fear is that the government might seize any wheat against which it has advanced money, by calling the loans before due date.

But, since the income tax laws are so rigged that the most a man can keep and show a profit on is around \$29,000, these big farm operators are selling only about 10,000 to 20,000 bushels. This nets them maximum return after taxes.

The rest of the crop is being stored on farms or warehouses until 1948, which is another tax year. Every empty building is said to be stored with wheat. Wheat-filled quonset huts line the railroad tracks. Two big new elevators are being built in Vega to hold 75,000 bushels.

This Texas situation is apparently true of the entire wheat belt, right up to the Canadian border. When Tom Campbell of Montana, biggest U. S. wheat farmer, was in Washington recently, he told President Truman that he was holding 600,000 bushels of wheat.

The U. S. department of agriculture crop reporting board says that, as of October 1, over 628 million bushels of wheat—nearly half the 1947 harvest of 1.4 billion bushels—were still being held on farms.

These big farm operators, who are not selling their wheat now, are, of course, playing a smart game. Planting wheat throughout the winter wheat belt has been too dry, which is bad. Next year's crop may be much smaller than this year's all-time record

high. If the next crop is off, the price is bound to be higher.

It has been generally reported, and the belief is widespread, that it is the government's crop loan policy which is responsible for today's high wheat price and for much of the wheat hoarding on farms. Commodity credit corporation reports indicate this isn't so. It is the tax law—not the farm loan policy—that is principally to blame.

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Dog Accidentally Shot By Another Dog, It Says Here

New Meadows, Ida., Nov. 25 (UP)—It's still a mystery, but the assumption is that one dog shot another dog.

Bud La Fay and Gordon Schmell reported today that when they were hunting in Indian valley last week, they left their two dogs

and two loaded guns in the car while they went into a store. When they got back to the car, one of the dogs was dead. He had been shot through the head. The only explanation was that one of the dogs had accidentally tripped the trigger of the gun which was found to have been discharged.

Trumpeter swan population of the United States is now estimated as 350 birds, a decline of 11 from last year; illegal shooting is one reason for the decline.

MAYOR STICKS NECK OUT Wabash, Ind. (UP)—Mayor Homer T. Showalter has resolved

never again to fine anyone else a kiss. The mayor claimed a fine of a kiss from a bride and dismissed traffic charges against a wedding party. The resultant publicity brought him a letter from a "lonesome friend" in Indianapolis asking him to get him a wife.

Advertisement for Hoover vacuum cleaners. Features images of Hoover Triple-Action Cleaner Model 28 and Hoover Cylinder Cleaner Model 50. Text includes 'A fine Christmas gift - One of these two great HOOVER' and prices like \$69.95 and \$79.50.

FOUNTAIN SERVICE LUNCHEONS HOME-MADE PIES SPORTSMEN'S HEADQUARTERS DOUTHIT'S

Konstant Kandle Adjustable Candle advertisement showing a candle and text: 'Konstant Kandle Adjustable Candle Makes Real Candles Last Longer. Fits Any Candlestick'.

BEAR'S JEWELRY THE RING AND DIAMOND HOUSE OF CENTRAL OREGON

FORD TRUCKS LAST LONGER advertisement featuring an illustration of a man and a boy with a car and text: 'Don't worry about it sonny. HALBROOK MOTORS can fix it in a jiffy.'

Halbrook Motors That Friendly Dealer Mercury and Lincoln Phone 680

WESTINGHOUSE 148 PORTABLE RADIO advertisement: 'YOU GET MORE STATIONS AND HEAR THEM BETTER WITH THE WESTINGHOUSE 148 PORTABLE RADIO'.

SEE THE NEW 1948 PHILCO RADIOS advertisement listing models and prices: Philco Table Model 23.95, Philco Battery Set 39.95, Philco Radio-Phonograph 99.95, Philco Radio-Phonograph 139.95.

BEND FURNITURE CO. advertisement: 'Lace Table Covers 13.50, Bridge Tables 3.35 - 6.75, 50c Cheesecloth now 29c'.