THE BEND BULLETIN

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An Independent Newsoaper Standing for the Square Deal, Clean Business, Clean Politics
and the Best Interests of Bend and Central Oregon

and the Best interests of Bend and Central Oregon
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FINISH THE PRESENT SYSTEM FIRST

In his editorial column in the Roseburg News-Review 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. "Bend and Klamath Falls will be invited to join in promotion of the route, which would vitally affect both those communities," says the editorial.

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. We offer our readers the same portion as follows:

body 37 An (Scot.) 38 Electrical unit our readers the same portion as follows:

"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 pro-vide outlet, through those two cities to transcontinental high-

ways. "In our opinion, there is sound reasoning behind the pro-

ways.

"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. Little difficulty would be encountered in keeping the Umpqua route open for all-winter travel, despite deep snow in the summit area. Because the road would be comparatively level within the snow belt, rotary snow plows could keep the route passable, except for short periods during intense storms.

"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. Central Oregon's great potato industry, for instance would profit immensely by having water shipping available through a direct downhill haul to tidewater. Vast tonnages of lumber to be moved from the Umpqua basin would make this road economically feasible, not only through increased profits to the industry, but also by higher stumpage values.

"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. If the Umpqua highway is to be built within the 20-year period it will need the committee's endorsement.

"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

made, we suppose, by the directors of the chamber of commerce after study and recommendation by the chamber's highway committee. What the decision will be we have no idea but we believe that it should be not to take part. We say this with regret because we dislike to disagree with our Roseburg friend.

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 high-ways now under construction or in process of reconstruc-tion 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. As a result the rebuilding of the original system, made necessary by the development of modern standards, has lagged.

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.

A TIMELY COMPLAINT

(Astorian Budget)

Others Say . . .

The Lower Columbia Highway association has learned that, conassociation has rearried that, con-trary to the general belief in these parts, the highway commission has no further program for im-provement of the lower river high-way after completion of the con-tract for a stretch between Rain-ier and Globe, scheduled for at-

tion's committee that appeared before the legislature interim committee on roads, streets and high-

ways Tuesday in Portland.

People in the lower Columbia river were of the impression that the highway department has in its post-war road program a pro-ject for continuing toward Astoria the modernization of this highway

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 as sociation 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.

a long-range program.

Had the lower Columbia com-munities failed to act, the state

FOUNTAIN SERVICE

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highway department would plainindefinitely.

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

These big farm operators, who are not selling their wheat now,

Foxboro, Mass. (P)—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.

are not seiling their wheat now, are, of course, playing a smart game. Planting weather 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

ly be willing to let the lower river oad continue in its present state

to hold 75,000 bushels.

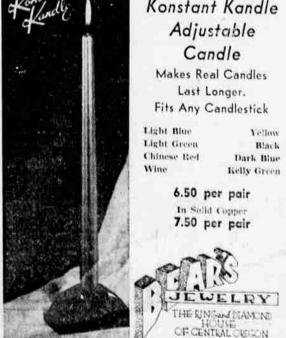
This Texas situation is apparently true of the entire wheat belt, right up to the Canadian border. When Tom Campbell of Montana, biggest U. S. wheat farmer, was in Washington recently, he told President Truman that he was holding 600,000 bushels of wheat.

The U. S. department of agriculture crop reporting board says that, as of October 1, over 628 million bushels of wheat—nearly way after completion of the contract for a stretch between Rainier and Globe, scheduled for at tention early next year.

This fact was learned from a highway department of ficial who answered arguments of the Lower Columbia Highway associa

STEPS UP IN CLASS

Konstant Kandle Adjustable Candle



Adventurer

HORIZONTAL VERTICAL 1,7 Pictured 1 Presses 2 Refuge 3 Valley adventurer 14 Peruser 15 Call 18 Norwegian 4 Icon 5 Symbol for capital 17 On the 6 Chick-pea sheltered side

7 Taunt 8 Individuals 19 Bail 20 Christmas song 21 War god 22 Looked at 23 Senior (ab.) 24 Steamship 25 Carry (coll.) 29 Nuisance 32 Put on 27 Pedal digit

34 Bamboolike grass 35 Heavenly

49 Genus of

shrubs 50 Entrance 51 Small piece

(Scot.)

64 He is an 57 Comprehends

52 He wrote a book about

Washington

Column

By Peter Edson 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. The big oper-

lector.
From a third to a half of the

28 Conclusion 29 Footlike part 9 Height (ab.) 30 East (Fr.) 43 Judicia 10 Egyptian river 31 He writes 44 Brim. 11 Remain about the 45 Palm II 12 Of greatest age 34 Lariats 46 Male di 13 Requires 36 Stop anew 47 Girl's n 18 Musical note 37 Aromatic herb 48 Cheers 39 Soothsayers 41 Portuguese

53 Within 54 Chaldean city

price is bound to be higher.

farms. Commodity credit corporation reports indicate this isn't so. It is the tax law—not to their destinations.

test report available—CCC had made loans of \$37.75 million dol-lars on 20 million bushels of 1947

big wheat farms. The big operators come rejoicing, bringing in the sheaves, all right. But they aren't sending those sheaves to market. First, in the hope of a price rise, second, because they want to beat the income tax collector. As a matter of fact, the big farm operators are now so well fixed financially that they don't have to rely on government loans. They do their own financing, and

wheat raised in the Texas Panhandle is still being held on the farms, say Mr. Harte's reporters. The little town of Vega, Tex, population 500, is said to be rolling in dough. Eight families alone raised from 50,000 to 200,000 bushels of wheat arriage. Put. ers are afraid of government loans. What they fear is that the government might seize any wheat against which it has ad-000 bushels of wheat aplece. Put-ting the average at 100,000 bush-els, it represents a potential gross income of \$300,000 at today's \$3 a bushel pulce.

a bushel price.

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 warehoused until 1948, which is another tax anteed as a minimum the price in as others who are interested, were effect when he surrendered his grain for the certificate. 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.

It has been generally reported, and the belief is widespread, that it is the government's crop loan policy which is responsible for to-day's high wheat price and for much of the wheat hoarding on farms. Commodity credit con-

vanced money, by calling the loans before due date. What the big farm operators

thus save interest charges,
Off the record, department of
agriculture officials will admit
frankly that the big wheat farmers are afraid of government

what the big farm operators really want is a return to the certificate plan of May and June, 1946. Under this operation, farmers who marketed their grain were given a certificate receipt. This certificate could be exchanged for cash on demand, at the market price prevailing when the certificate was turned in. If the market price was up, the farmer stood to gain. If the price went down, the farmer was guaranteed as a minimum the price in

high. If the next crap is off, the

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. As a matter of fact, the big

JESSEL

coins 42 River valley 43 Judicial bench 44 Brim

the farm loan policy—that is principally to blame.

As of October 1—again the la-

Jaffray said the pilot, George Kruse, made the forced landing after the warning system setup to warn of fire indicated that the

to warn of fire indicated that the number two engine was on fire. He said the plane is equipped with a lighting system to warn of fire that may develop in any part of the plane.

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."

However, the company had ordered the craft grounded to further study the cause of the trouble and hold it for inspection by the CAA, he said.

The passengers were taken to a

Plane Fire Alarm

Grounds Big Ship

Detroit, Nov. 25 IP—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.

Don Jaffray, a Northwest Airlines representative, said that no indication of fire was found after the plane was inspected.

Jaffray said the pilot, George

Bend's Yesterdays (From The Bulletin Files)

Fifteen Years Ago (November 25, 1932) Gasoline was retailing in Bend

oday at a mark four cents below yesterday's prevailing price, the result of a new gas "war" now under way in the northwest. So-called "standard" gasolines were selling here today at 18½ cents per gallon. Yesterday's price was 22½ cents.

Jefferson high school of Port-Jefferson high school of Port-land won its second successive state prep football championship by soundly drubbing the Medford Pearpickers in a Thanksgiving day game at Portland. Thanksgiving turkeys sold for 20 cents a pound, sugar-cured hams were 10½ cents a pound.

Furthermore, the bureau of in-ternal revenue gave its blessing tin for quick results.





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Lincoln

to an arrangement whereby, if the farmer did not choose to cash in his certificate until 1947, the Dog Accidentally Shot By Another Dog, It Says Here

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

and two loaded guns in the car while they went into a store. When they got back to the car, of a kiss from a bride and disone of the dogs was dead. He missed traffic charges against a 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 Trumpeter swan population of

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

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

Mayor Homer T. Showalter has resolved

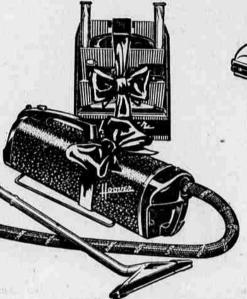
Trumpeter swan population of the United States is now estimated as 350 birds, a decline of 11 from last year; illegal shooting is last week, they left their two dogs

A fine Christmas gift -One of these two great

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The new Hoover Triple-Action Cleaner, Model 28, with exclusive "Positive Agitation" (it beats . . . as it sweeps . . . as it cleans*). Cleaner alone . . .

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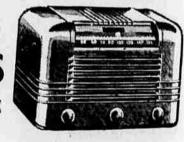
carry companion for camp or beach. But has SMARTLY STYLED two-tone cabinet for use in any room in your home.



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