

## GRAIN CORPORATION TO CONTINUE WORK

### Attack On Farm Board Not Feared—Profits Declared Made.

Chicago.—Happen what will, President C. E. Huff of the Farmers' National Grain corporation said the organization would keep right on marching "through the wheat."

Huff, president of the \$20,000,000 marketing organization, made his reply to the campaign started against the agricultural marketing act and its results.

Organized at the behest and under the tutelage of the federal farm board, the corporation landed on its own feet at the inception and has stood there ever since, said Huff, who has been president less than two weeks.

Here are some points on which President Huff was emphatic:

Repeal of the agricultural marketing act and subsequent abolishing of the farm board would not stop the activities of the Farmers' National Grain corporation.

The corporation confidently expects to handle 250,000,000 bushels of 1930 wheat, equivalent to approximately one-third of the 1930 crop, and expects to handle relatively large amounts of coarse grains.

The corporation is not and never has been an object of charity. It made a profit on its first transaction and has functioned on its own power ever since.

A facilities program is being developed on a country-wide basis following studied analysis.

Branch agencies will shortly be opened at all principal markets.

The corporation has, as stockholders, most of the large grain co-operatives in the United States, and the growth of these co-operatives has been greater in the past few months than at any time in history.

Finally, Mr. Huff added that "our plans are going forward undisturbed

and our outlook now is better than ever. This thing is in hand. The support of the co-operatives is complete and increasingly enthusiastic as we face the new crop."

While the Farmers' National Grain corporation has issued no financial statement since its organization, it is generally known that its profits during its brief four months of existence are expressed in six figures. These profits, it was stated in a recent announcement, are sufficient to enable the firm to prepare for handling the crop of the coming year.

Chairman Alexander Legge of the federal farm board, took solace from the campaign against the board started by the Minneapolis Grain Exchange.

The chairman was disposed to regard the Minneapolis plea for repeal of the agricultural marketing act as good advertising for the farm board.

"It's funny, isn't it, that they should make so much fuss about something which they said would not work," he said.

Acknowledging that opponents of the board had strength "in some localities," Mr. Legge said there was nothing new in the opposition of grain, produce and commodity exchanges.

"We have been picking up reports of this kind for the last two months," he said. "If they are enjoying it, so are we."

### Canning Concern Interests In Pea Production

A representative of the California Packing company, Mr. Delwich, was in Weston looking after business matters connected with the company's seed pea operations in that district, says the Leader. This big concern has contracted with mountain farmers for the growing on uplands of 200 acres of seed peas, and will operate on a larger scale next year in the Weston region if this year's tests work out satisfactorily.

It is said to have been influenced in making the experiment by F. C. Sloan, president of the Washington-Idaho Seed company, which is operating at Weston quite extensively and has a cleaning plant at Weston. Farmers with whom contracts have been entered into by the California Packing company are Linus Anderson, W. P. Cable, Harry Beathe, James Smock and Ross King.

### Let "Wonder" Crops Be Tested By Experiment Station Before Planting

Oregon State College.—Most of the new and widely advertised crops about which so much can be read in farm papers have been tried out thoroughly by the Oregon Experiment station at Corvallis and at various branch stations, says D. D. Hill, acting chief in farm crops at the college. Nearly all have been found unsuited to Oregon conditions, though a few are becoming a valuable part of the cropping system.

Lespedeza or Japan clover is one of these that has been attracting many press notices. The annual type of this plant is not at all adapted to Oregon conditions, and the perennial type needs much more experimental work before it can be recommended. The latter may prove valuable on poor acid soils on which clovers and alfalfa will not thrive.

Kudzu is a "hardy perennial" as far as inquiries about it are concerned, but it has not possibilities as an Oregon crop, says Hill. Sudan grass, one of the sorghums, is another crop that while not really new still causes many inquiries. Most Oregon farmers who have tried it, as well as the experiment station, have decided that it may be good in the south but not here.

Soy beans are excellent in many states, but only in most favorable locations are they good in Oregon. Hill finds. The real Johnson grass is adapted to warmer conditions than prevail in Oregon. In fact a good rule to follow with any new crop, he says, is to consider first under what conditions it grows best, how they compare with one's own conditions—and then find whether the experiment station, supported for just that purpose, has tried it out already.

### Washington Warehouse Conditions Holds Up Loan

Spokane.—E. M. Ehrhardt, president of the federal Intermediate Credit Bank of Spokane, told directors of the North Pacific Grain Growers Inc., that grain warehouses in the northwest are in such "crude condition" that advances to growers are being held up.

Methods of supervision, he said, are "loose and primitive" and state inspection inadequate. Before the credit bank can loan money provided by the agricultural marketing act, he asserted, the bank has found it necessary to send out inspectors to check over the condition of the warehouses, inspect the concern as to its "financial integrity and management, all of which takes time."

Efforts have been made to obtain a blanket surety bond to hasten advances to farmers, but bonding houses are shy, he said, because of recent ruling of the Washington state supreme court on liability of bonding houses in connection with wheat warehouses.

E. S. Sammons, of Spokane, state warehouse inspector, defended state supervision, but added that in the case of "line companies inspection is merely a matter of form." He told the directors that the next legislature was expected to enact legislation to add more inspectors to the one now in the field.

Ehrhardt explained the three classes of warehouses in this region. The first, he said, is federal licensed, wheat receipts from which are accepted without question. The second were those under state license, with financial status such that they warrant approval without a surety bond. The third class embraces all others.

**Workers Widen Highway**  
Widening of the Oregon and Washington highway between Weston and Milton is under way this week. The work is being carried on about three miles south of Milton.

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## AIR PASSENGER SERVICE MAY 15

### Varney Lines Put on Boeing Planes For Salt Lake-Portland Route.

Louis H. Mueller, President of Varney Air Lines, announces that May 15th had been set as a definite date on which his company will start a passenger service over the Varney mail and express lines, from Portland to Salt Lake City, via Pasco and Boise.

There will be two services each way each day between terminal points. Ships will leave Portland at 6:15 a. m. and 5:20 p. m. arriving at Salt Lake City about 8 hours later. Ships will leave Salt Lake at 9:30 morning and evening, arriving in Portland 8 hours later. People wishing east-bound passenger travel from Puget Sound section may board coastwise planes at Seattle or Tacoma and transfer to the eastbound ship at Portland without delay. This service was planned to give people of the Northwest complete transcontinental air travel accommodations, with total elapsed time of only one business day to the east coast. At Salt Lake City, passengers will immediately board trimotored transports of the Boeing System San Francisco-Chicago line.

Pilots on this service will be regular air mail pilots and the line will follow the Department of Commerce improved and lighted airway. Equipment will consist of Boeing passenger and mail ships, manufactured in Seattle. The air schedule will consume about one-fourth that of train time.

There are many scenic wonders along this airway, including the famous Columbia River Gorge, Mount Hood, Mount Adams, picturesque Blue mountains of eastern Oregon, and the agricultural counterpane of southern Idaho. The plane will skirt Great Salt Lake for 40 minutes and fly directly over Salt Lake City. Of historical interest is the fact that the airway is directly over the famed Oregon trail by which the pioneers of years ago entered the territory via covered wagon. The transportation time has been cut since those days, however, from almost two laborious months to less than 8 hours.

### Bees Formed a Part Of Varney Air Mail

Portland.—There would have been an uncomfortable time for Al Davis, Varney Air Lines pilot, if a certain part of a record air mail cargo which he brought to Portland through the Columbia gorge had miscarried in any way.

That "certain part" was nothing less than 10 small boxes of bees, en route from the forestry department in Alabama to Puyallup, Wash. Luckily for Davis, the boxes remained intact and the bees were buzzing merrily as they continued their air journey north. The bees made the trip from Alabama entirely by air in boxes three inches square and 2½ inches deep.

Davis' air mail load was said to have broken all records for Varney Air Lines. A total of 919 pounds left Salt Lake, 149 pounds were dropped off at Boise and Pasco and 770 pounds arrived here. Of this amount, about 400 pounds went on to Tacoma and Seattle.

### Fee Rules Stockholders Doubly Liable In Suit

Salem.—Considerable importance is attached to the decision of Judge James Alger Fee of Umatilla county in the case against the stockholders of the First Bank of Pilot Rock by A. A. Schram, state superintendent of banks.

According to information received by Schram, Judge Fee holds that stockholders of the bank are subject to the double liability. This bank was organized prior to the adoption of the constitutional amendment fixing the double liability but which increased its capital stock after adoption of the amendment.

Eight other insolvent banks undergoing liquidation are effected by the decision, Schram states. It is expected that the case will be appealed to the state supreme court.

**Ground Ready For Beans**  
Disc and harrow work on 10,000 acres of land leased for planting of beans has been practically completed and the Eickhoff Food corporation is preparing to plant the beans. Seed from Michigan is en route and planting will start about May 10. Foot-hill land is being used this year.

**Worms Damage Wheat**  
Complaint comes from Juniper farmers that grain is being damaged to some extent by worms. It is hoped that with the advent of warmer weather, danger from serious damage will pass. Localities north of Weston have also reported the appearance of worms in the grain fields.

**Echo Merchant Dead**  
F. T. George, for 25 years an Echo merchant, died at the Portland Sanitarium after a long illness. Death was caused by heart disease.



## Something NEW in a Truck

WAY from the harvester-thresher, loaded to the brim with ripe, yellow grain. Rubber tires rolling through the soft dirt and stubble. Across ditches. Up steep rises with a 60-bushel load! It makes no difference how deep down the bottom is, so long as the wheels can reach it, *this truck will bring every load through!* And on the hard highway it will give you more speed than you can use—safely controlled by 4-wheel brakes.

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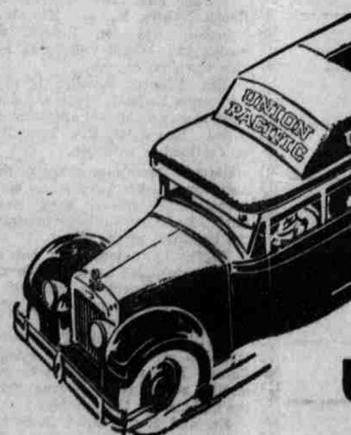
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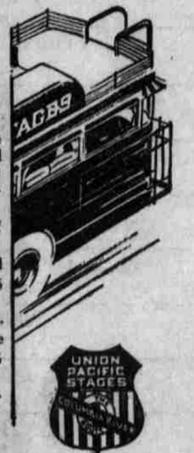
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