

STOCKMEN TO MAKE CLAIMS AT HEARINGS

Meetings Being Held at Omaha and Pendleton by Examiner Weems

The series of hearings before Examiner Weems of the Interstate Commerce Commission, at which numerous sheep shippers in Oregon, Washington and Idaho are to present reparation claims, began in the Federal court rooms at Omaha, Thursday, August 26th.

The hearings at Pendleton, Oregon, is scheduled for the Post Office building, September 7, but Arthur M. Geary, attorney for various associations and shippers interested in this case, will be at offices of Fee and Fee, Pendleton, on September 6.

"Under the decisions of the Interstate Commerce Commission, associations and commission firms are authorized to file claims for their members and patrons," states Mr. Geary, "and accordingly the running of the statute of limitations has been barred many months for most of the eastbound shippers of the state of Oregon."

"I believe that the different associations and the commission firms and exchanges have kept the shippers advised as to the progress of this case during the last three or four years that it has been pending. Of course, from the viewpoint of the shippers of Oregon, the obtaining of return of the excessive charges collected during the last couple of years is of lesser importance to their obtaining the lower rates for the many years to come."

"As the market price upon sheep and lambs is determined by the market at Chicago and the Missouri river markets, any reductions in the freight rate eastbound raises the value of each sheep on every ranch in Oregon just as much as the reduction amounts to."

"Miss Mabel Irwin, secretary of the Northwestern Livestock Shippers Traffic League, with one or two assistants, will be on hand at the offices of Fee and Fee, Pendleton, with the data gathered at the markets on September 6th, the day before the hearing."

"It is hoped that the shippers in the vicinity of Pendleton will go over the material and records from the markets, so as to be in position to testify on September 7th. Then those who live at a distance from Pendleton can identify their shipments and prepare for their testimony on September 7th, when the hearing is in progress. The refunds from Oregon and Washington average about \$30 a car."

"Who Comes There?"

(No. 2)

(East Oregonian.)

There is much talk by Secretary Hoover and by others about the need of a national policy dealing with improvement of our waterways for varied purposes. Such a policy has already been found, it has been approved by the interior department, and approved by the senate committee on irrigation and reclamation.

The policy supported in connection with the Colorado project calls for federal development of a stream when the power possibilities of a river are such that when developed the construction charges can be paid with interest out of power sales. That is a sane and workable policy that is fair to everyone and injurious to no one. Search a thousand years and you can find no better policy than that.

Why should the people of the northwest be asked to search far and wide for something that has already been located? Our game in this territory is not to look for a mythical formula but to insist that a line of action suggested for southwestern development be applied to the northwest also.

We have a right to do that and we have a project that meets the requirements. It so occurs that this

project is in the vicinity of Pendleton and it is therefore the duty of this newspaper, in service to its territory, to emphasize the facts. An ideal development policy has already been suggested to congress by the interior department and the Umatilla rapids project fits into that policy like "the paper on the wall." Electric power from the rapids project can be sold at a low price that will still permit retirement of all bonds, including if necessary the cost of irrigation and the cost of a canal and locks that will improve navigation.

Our problem is not to find a policy as a project. We have both. The real question in the northwest is of a different sort. Are we trying to develop the northwest or trying to stifle development?

There is public approval of the Umatilla rapids project but there is little press support. The East Oregonian and the Oregon Journal seem to be the only newspapers that know about the project and its merits.

But there is tremendous newspaper enthusiasm and support for the Columbia basin project in the state of Washington. It is heralded with trumpets as the one great move behind which all forces should unite. Yet the Columbia basin project, according to its own literature is an irrigation affair, it cannot stand an interest charge, therefore cannot qualify under the bonding plan proposed for the Colorado river. The Columbia basin project provides for developing no hydro electric power upon the Columbia river, it deals in no manner whatsoever with the improvement of navigation upon that river.

In a nutshell there seems to be a studied effort to neglect and forget the very project that if supported and upheld can go forth and win. There is an unusual effort displayed towards focusing all energies back of a project that does not fit into the program outlined at Washington. It is as though someone wished to keep "Cinderella" from the ball but insists that her sister go instead though it is known she cannot wear the magic slipper.

All this may be due to ignorance. There may be lack of knowledge as to empire building in the northwest and the practical steps to be taken if we are to convert the Oregon country into one of the most highly developed highly civilized regions in the world. Yet there may be something else in the wind. It looks like there is and that expresses the case with great mildness.

At any rate the duty of the East Oregonian is clear and it is trying to follow through.

"Who comes there!"

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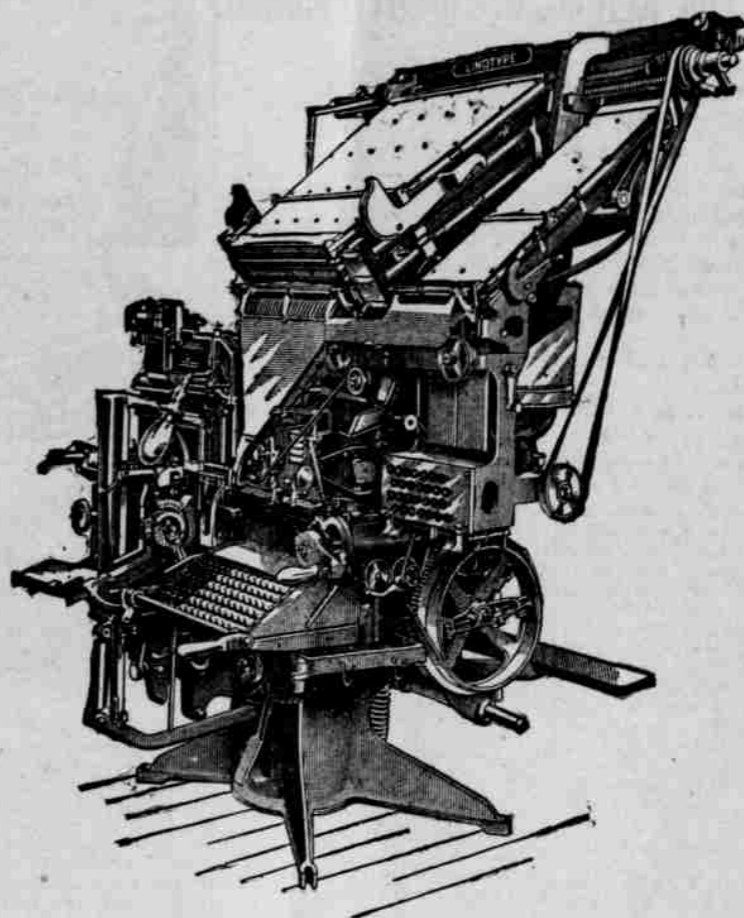
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