

Eastern Oregon Wheat League Report and Resolutions of the Transportation and Rural Electrifi- cation Committee

Heppner, Oregon, December 4-5, 1936

RESOLUTIONS

Long and Short Saul Bill (Petten-gill Bill)

RESOLVED: That the Eastern Oregon Wheat League hereby again pledges itself to resist by every means in its power the effort that is being made to repeal or amend the fourth section of the Interstate Commerce Act, known as the long and short haul clause.

We call upon every western senator and congressman to oppose vigorously any attempt to either amend or repeal the long and short haul clause.

Columbia River Transportation

RESOLVED: That Eastern Oregon Wheat League oppose the placing of navigation upon the Columbia River under the Interstate Commerce Commission or any Federal body, also that our delegation in Congress be notified of our position.

Highway Transportation

WHEREAS, the Motor Carrier Act passed by Congress permits the Interstate Commerce Commission to allow railroads to engage in highway transportation; and

WHEREAS, relying upon this provision of the Motor Carrier Act, heads of railroads have announced a plan to monopolize motor carrier transportation on highways; and

WHEREAS, the competition of highway transportation has brought lower transportation charges upon wheat and other agricultural products from Eastern Oregon to tidewater running into millions of dollars, and has also reduced the transportation charges upon farm supplies shipped in; and

WHEREAS, the wheat growers and other agricultural producers are in no position to bear increased transportation charges;

RESOLVED: That the Eastern Oregon Wheat League oppose the extension of control or operation by railroads of highway transportation, and that all possible steps be taken to oppose monopolization of our highways by railroads or their subsidiaries.

Railroads

WHEREAS, the railroads are proposing increased freight rates from the Inland Empire to the grain markets of the Southeast; and

WHEREAS, the railroads are proposing permanent increases in freight rates upon materials and supplies that the farmers buy; and

WHEREAS, the railroads are rapidly getting control of highway carriers; and

WHEREAS, the railroads are endeavoring to block the beneficial development and operating of inland waterway carriers; and

WHEREAS, there is just one freight rate problem after another;

THEREFORE, BE IT RESOLVED: That the President of the Eastern Oregon Wheat League be authorized to again appoint a standing committee of five members on transportation, and that this committee be authorized and instructed to cooperate with similar groups from the wheat growing sections of Washington and Idaho towards the end of planning and directing an intensive campaign for fair and reasonable freight rates for the wheat growers of the Inland Empire.

Transportation on Columbia River

WHEREAS, it is to the benefit of all farmers living in the drainage area of the Columbia River and tributaries to encourage free freight rate competition from the Inland Empire to Portland,

THEREFORE, BE IT RESOLVED: That the Eastern Oregon Wheat League go on record as encouraging all types of commercial transportation on the Columbia River.

Strikes

WHEREAS, the present strikes in the coast ports are causing material damage to the inland producer; and

WHEREAS, any strike, either on the waterfront or on any transportation line, or any organization handling freight, increases the cost of

transporting the producer's produce to market, and

WHEREAS, we are not taking any sides in the present controversy between employers and employees, we feel justified due to the irreparable damage done to the producer,

IN RESOLVING That the constituted authorities of the state or nation bring about a settlement of the present strike and that the legislative bodies of the state and nation pass such legislation as will prevent the recurrence of like situations.

Opposition to Repeal or Modification of Panama Canal Act

WHEREAS, The Panama Canal Act provides that it is unlawful for any railroad or other common or contract carrier to own, lease, operate, control, or have any interest whatsoever in any common or contract carrier by water operating through the Panama Canal or elsewhere with which said railroad does or may compete for traffic; and

WHEREAS, The association of American Railroads proposes that the foregoing portion of the Panama Canal Act be repealed; and

WHEREAS, Competition of waterway carriers is vital to the producers in their seeking of livable freight rate charges upon their products;

THEREFORE BE IT RESOLVED: That the Eastern Oregon Wheat League oppose the repeal or modification of the Panama Canal Act.

Channel Improvement on Columbia

RESOLVED, That we earnestly urge the immediate construction of all dams necessary for full development of the Columbia and Snake Rivers above The Dalles to Lewiston; and

BE IT FURTHER RESOLVED: That a copy of this resolution be presented to the Division Engineers of the United States Army at The Dalles, December 15, 1936, and to our congressional representatives at Washington.

Truck and Bus Bill

WHEREAS, The restrictions under the Truck and Bus Bill are so severe and ridiculous upon the farmer and small truck operator as to practically prohibit his operations;

WHEREAS, The present law interferes with the economical operation of the farmer and small truck man;

THEREFORE BE IT RESOLVED: That the law be amended to show more consideration for the producer and small truck operator and that the handling of the Truck and Bus Law be placed under the Secretary of State and that it be placed upon a highway protective basis.

Emergency Freight Rates

RESOLVED: That the Eastern Oregon Wheat League is opposed to the making of emergency freight rates permanent by the railroad.

Transmission Lines from Bonneville Dam

WHEREAS, power districts are being organized within the State of Oregon with the expectation of being able to use power created by the Bonneville dam, and

WHEREAS, these districts are planning on distributing this power within their own districts but cannot afford to build transmission lines from Bonneville to their district,

THEREFORE BE IT RESOLVED: That main transmission lines be constructed from Bonneville by the federal government to points that will be advantageous and economical for these power districts and other communities desiring cheap electrical power.

Rural Electrification

The committee finds that the actual cost of building rural electrical lines through the area represented by the Wheat League would be from \$800 to \$1000 per mile where there are one or two customers per mile. And that the cost for interest, repayment of the cost of the line, operations, maintenance, meter reading and collection, and other unavoidable expense, would amount to \$8 to \$10

per month per mile of line in addition to the wholesale cost of the electricity used.

Also, the wholesale cost of the electricity plus the charge to cover the line loss of electricity in distribution would likely be between one and two cents per kilowatt hour.

Since the matter of rural electrification is essentially one for each man to decide for himself on a basis of his own individual cost, the Eastern Oregon Wheat League makes the recommendation that different groups analyze the costs of bringing electric service into their own communities as a basis for making their own decision.

Bonneville Authority

RESOLVED: That the Eastern Oregon Wheat League strenuously opposes the placing of the Bonneville power project under any joint authority whereby the geographical advantages of said project are lost to this area and we advocate that the low cost of generating power at Bonneville be not raised or increased to aid other projects less advantageously situated.

LEGISLATIVE HIGH-LIGHTS

By A. L. LINDBECK.

SALEM.—Forty-nine bills found their way into the legislative hopper the first week of the session—20 in the Senate and 29 in the House. Only two of these made the circuit of the two branches and received the official approval of Governor Martin. One of these appropriated \$25,000 for legislative expenses. The other authorized the state treasurer to make advances on earnings of legislators and legislative employees.

The ways and means committee has parceled the biennial budget out to several sub-committees which are at work analyzing the requests and recommendations. Reports of the sub-committees will guide the full committee in its actions in most instances.

Senators Franciscovich and Strayer have joined in an attempt to clarify the puzzle of legislative vacancies, at least insofar as the authority of the secretary of state goes. A bill introduced by these two solons would authorize that official to take cognizance of only those vacancies as are due to death, resignation or the removal of the legislator from the district.

The first big public hearing of the session is scheduled for Friday night (January 22) when the senate committee on agriculture will listen to arguments pro and con relative to a measure sponsored by Senator Les-

Mean Right to Jaw Topping New Legs



A future champ does a little preliminary work and at the same time demonstrates how smiles may be brought to the faces of small victims of infantile paralysis. Funds collected at the President's Birthday Ball helped him.

sard who wants to repeal the milk control act of 1935.

A group of legislators have joined in the introduction of a bill which would relieve motorists of paying \$1 for a new driving license every two years. All of the safety features of the present law would be retained as well as the provision for renewing the permit every two years. Included among the sponsors of the bill are Representatives Hyde and Laird of Lane, Eckersley of Clackamas, Bull of Union, Oleen of Columbia, Bevans of Clackamas, Miller of Josephine, Duerst of Yamhill, Munroe of Hood River and Senator Ross of Washington.

A total of 189 employees are on the legislative payroll, in addition to the 90 senators and representatives. Sixty-eight of these are working for the senate and 121 for the house.

Townsendites won the first round in their fight for recognition at this session when they put over their memorial to Congress in the House by a vote of 38 to 20.

The names of 26 of the 90 representatives and senators are affixed to a bill which seeks to clarify the "good time allowance" situation at the state prison. The measure would authorize the warden to deduct five days from the sentence of a prisoner for each month of good behavior. This practice was followed for many years at the state prison until halted by an opinion of the attorney gen-

eral holding that it was not authorized under the law.

Oregon's insane population has increased 48 percent in the past 15 years according to the Oregon Mental Hygiene Society which is supporting a move for two legislative appropriations, one to finance a psychiatric ward in connection with the University of Oregon Medical school at Portland, and the other to extend the University Child Guidance Clinic to every county in the state.

CCC WORK SHOWN.

A rock dam constructed by CCC workers in course of soil conservation work near Heppner was inspiration for a picture and story in the farm and home magazine section of the Sunday Oregonian two weeks ago. The local demonstration project is gaining widespread attention as one of the best of its kind in the state.

Frank C. Alfred, district attorney, was among those reported on the sick list this week.

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