

Washington, D. C., Oct. 12—Absolute control of wheat production, with a grower being licensed to cultivate a certain acreage, is one of the far-reaching legislative proposals farmers will discover sometime after January, 1940. Under the plan a farmer would no longer be permitted to seed as many acres as he desires; he would be told how many acres he could devote to wheat by officials in the Department of Agriculture in Washington. The program would prohibit a farmer from being master of his own holdings.

This idea has reached the point where the house committee on agriculture, at an executive meeting, has agreed to start hearings on the proposal when the regular congressional session opens after the first of the year. A rough outline of the plan has been drafted, with the cooperation of the agricultural department.

Behind the thought to regiment the wheat growers of Oregon and Washington, as well as all other wheat sections, is a desire to prevent a repetition of the World war experience, when farmers cultivated every acre available, a practice which subsequently resulted in the dust bowls, ruined farms and farmers and caused terrific depression for wheatmen.

Concretely, the theory is to place a limitation, rigidly, on the number of acres devoted to wheat. This is expected to prevent too great surplus with consequent low prices. To grow wheat the department would issue a permit, or license, stating how many acres each farmer could use for that crop. The plan is materially different from the present voluntary agreement. There would be an indirect processing tax, which would go back to the producers, and this tax might be a fraction of a cent, plainly printed on each wrapped loaf of bread.

In Pacific Northwest states, particularly, there has been a demand in recent years to save the trees along the highways of federal aid system, as these trees are being logged off. Under the federal road act, funds can be used to acquire a strip of forest on these highways if the state highway commission will match the money. However, highway officials prefer building more roads rather than divert any funds for beautification.

James W. Mott, of Oregon, outlined a proposal to meet this situation at the 25th annual meeting of the American Association of Highway Officials this week. When the regular session of congress meets Representative Mott will offer an amendment to the road act specifying that two per cent of the federal aid funds allocated to a state shall be used to acquire timber. The two per cent would not require matching. Ranking member of the house committee on roads, Mott would become chairman in the event of a republican administration.

Here is something that doesn't make sense: According to newspapers, polls taken in the Pacific northwest show that 75 per cent of the

people are for repeal of the mandatory embargo on weapons of war, but the ratio of letters received by Oregon and Washington members of congress runs 80 to 90 per cent against repeal. Even dismissing the engineered propaganda, such as printed postal cards, the letters run 65 or more per cent to retain the embargo. There is difficulty in reconciling the wide discrepancy. Polls can be and are juggled; letters speak for themselves.

A government owned and operated plant to manufacture chemicals to destroy noxious weeds in grain fields of the Inland Empire is the purpose of a bill now in congress. It provides for a plant somewhere along the Columbia river, using power from Bonneville, the enterprise placed under the direction of Secretary Wallace of the department of agriculture. Hearings will be held in a few months. Author of the bill, Walter M. Pierce, is unaware that the measure has the unrelenting opposition of Secretary Ickes of interior department. Bonneville power is under control of Ickes, who is jealous of his authority, and whenever the name of Wallace is mentioned Ickes blows up.

Women will not be ignored in the census organization. Where a man

is made supervisor of a district his chief assistant will be a woman; where a woman is supervisor her assistant will be a man. This information comes from census bureau officials after a state director had announced no women would be employed in other than enumerator capacity in his jurisdiction. From a democratic party viewpoint, it is said the best fund raisers in the northwest were women, and they will be recognized.

While national guard quotas under President Roosevelt's executive order were quickly filled in Oregon and Washington, to arouse 552 young men in Washington, D. C., to enlist, the guard is staging a series of mock aerial and bombing attacks on the national capital. Bit of war hysteria.

The White House is now so carefully guarded that the baker who has been bringing buns for hot dogs for years is stopped at the iron gate and investigated.

**KEEP CAR VENTILATED**

American citizens are not carrying gas masks yet, but with the approach of cold weather, many face the danger of death by gas, warns Earl Snell, secretary of state, in urging Oregon motorists to guard against carbon monoxide this winter. In cold weather, when cars are

kept closed so the occupants may keep warm, there is always the possibility of carbon monoxide leaking into the poorly ventilated car and overcoming the drivers or passengers. Last winter, an Oregon man was driving along a highway, his two younger children in the rear seat and an elder son in front. It was cold and the windows of the car were closed. The man noticed the children in the rear had gone to sleep, but thought nothing of it. When he arrived at his destination, he found one child dead, overcome by carbon monoxide gas, and the other unconscious.

"Carbon monoxide gas is generated by the incomplete burning of carbon compounds and is present in the exhaust gas discharged by every automobile," Snell declared. "Two-tenths per cent concentration in the air you breathe is dangerous, four-tenths per cent is fatal. The average concentration in the exhaust gas from an automobile is 15 per cent."

Persons who find themselves becoming drowsy or getting a headache after riding for some time in a closed car are advised to open the windows and get plenty of fresh air because those are the first symptoms of poison by carbon monoxide gas, Snell said.

**River Development Program on Slate**

A full day's program has been released for the sixth annual meeting of Inland Empire Waterways association at Walla Walla, next Wednesday, by Herbert G. West, executive secretary.

The meeting will convene at the chamber of commerce rooms at 10 o'clock, with introductory remarks by President Charles Baker, and welcome by Mayor Val Jensen. Reports of president and secretary and appointment of committees will complete the morning session. Col. John C. H. Lee, division army corps engineer, will address the noon luncheon speaking on "What of the Future" Reconvening at 1:45, remarks will be heard by Capt. Robert H. Elliott, newly appointed Bonneville engineer colored movies will be shown depicting latest developments of the river, river bank, and of the C. C. decision relating to the petroleum rate case. Election of officers and 7 o'clock banquet at Grand hotel, with Judge Johnston B. Campbell, former I. C. C. chairman speaking on "Transportation Trends" will complete the program.

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**DOLLARS AT WORK MEAN MEN AT WORK**

**Condensed Statement of Head Office and 42 Branches  
October 2, 1939**

**RESOURCES**

Cash on Hand and Due from Banks	\$39,500,879.22	
United States Bonds (All at Par or Less)	30,118,517.47	\$69,619,396.69
Municipal Bonds and Warrants		2,088,842.14
Other Bonds		2,976,091.57
Loans and Discounts — Money at Work in Oregon		43,176,657.28
Stock in Federal Reserve Bank		180,000.00
Bank Premises, Furniture and Fixtures		2,613,498.75
Other Real Estate		1.00
Real Estate Sold Under Contract		1.00
Customers' Liability on Acceptances		33,955.93
Interest Earned		371,478.16
Other Resources		61,295.53
<b>Total Resources</b>		<b>\$121,121,218.05</b>

**LIABILITIES**

Capital	\$ 3,000,000.00
Surplus	3,000,000.00
Undivided Profits	1,652,707.39
Reserves for Unforeseen Contingencies	1,332,773.41
Reserves Allocated for Taxes, Interest, etc.	381,942.16
Acceptances	35,039.68
Interest Collected in Advance	369,013.37
Other Liabilities	39,240.21
Deposits	111,310,501.83
<b>Total Liabilities</b>	<b>\$121,121,218.05</b>

42 BRANCHES SERVING OREGON

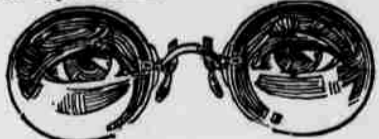
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