

CHANGED TRANSPORTATION PICTURE TOLD; FARMERS HAVE VITAL INTEREST

(Editor's Note: This is the third in a series of articles that have shown the need for concerted national farm action in keeping the rivers free from unsympathetic control, by a man who has been in position to know the facts.)

By GARFIELD CRAWFORD

Why should Morrow county farmers interest themselves in maintenance of traffic on the Columbia river?

This question is as old as the first settlement in the county. It has popped up from time to time over the last 75 years with very little being done about it.

The railroads came. They built along the banks of the great river. Up each of the tributaries the roads shot feeder lines. At the end of the feeder lines prosperous villages were built and to these villages came the freight teams of the far away hinterlands. The railroads answered the question. They seemed to have solved the transportation problem for all time to come.

There was a time when The Dalles was the last outpost on the Columbia river. From that vantage point the cattle, sheep and horse ranches along the great reaches of the John Day, Deschutes, Umatilla and Walla Walla rivers obtained their store supplies. Then river navigation was pushed through Celilo rapids to Wallula and the Walla Walla and Umatilla pioneers freighted their supplies from nearer home.

The railroad crashed its way along the south bank of the Columbia to Arlington, to Pendleton and over the mountains to forge the link between the Pacific and the Atlantic. Transportation problems for interior Oregon and Washington, so the people thought, were solved.

But the pioneer of the Pacific northwest failed to reckon with the creative genius of his fellow man. The ox cart was supplanted by the stream-lined wagon, phaeton, and other vehicles drawn by prancing horses. Twenty-horse teams met the trains and carried provender far back into the mountains where they were consumed by miners and stock-raisers.

Then Charles E. Duryea in 1892 built the first gasoline powered automobile, the "Duryea Road Wagon" and Fiske Warren up in Boston constructed America's first electric automobile. A new era was born. In a few short years other inventors and manufacturers were constructing "horseless buggies and wagons" and by the turn of the century the roads were beginning to get cluttered up with these new fangled contraptions and folk all up and down the continent were talking about building better roads. In fact, this writer was assigned to the Star-Telegram of Fort Worth, Texas, in 1910 to conduct a propaganda campaign in behalf of good road construction, and has seen his pioneering efforts crowned with one of the finest systems of roads in all of the United States in Texas.

Good roads, fast moving road vehicles, capable of moving tons in hours where the old horse-drawn vehicle moved pounds in days, has brought river transportation to the front door of the inland dweller. The Columbia river is not as far from Hardman in this day of automobiles and trucks as it was from Heppner in 1900. Every foot of Morrow county drains to the Columbia. It is a down hill run from every farm.

But there are those who will say: "Why save on transportation? The difference will be absorbed by the warehouses, elevators and mills." Well, let us see if this is the case.

In the Illinois river valley there are approximately 40,000 grain farmers. More than 15,000,000 bushels of grain moved off the Illinois river division of the inland waterway system in 1938. The cash profit to the farmer in this territory, made possible by use of the waterway is reliably said to be more than \$1,000,000. This year, 1939, a record breaking crop is being moved via this same route and considerably more will be saved to the farmers.

Grain moving from down-river points to Chicago last year was barged at from 3 to 4 cents per hun-

dred pounds. The rail rate varied from 9 to 12 cents per 100 pounds. Because of water competition the railroads have published new rail rates as low as five cents per 100 pounds from points having waterway facilities. The 12-cent rate remains in effect, however, for shipping points only a few miles away where railroad elevators have no water competition.

Heppner warehousemen and all others along the branch railroad to Heppner Junction would not be crippled. The railroads will adjust their rates to compete with the water rate, just as they have done in the Chicago and other areas. I don't know what the wheat rate is from the branch line to Portland today, but there was a time when no attention was paid by the railroads to river traffic. Trucks can and are changing this out-of-date program.

And the growers do get the difference. They are the benefactors and none others. W. H. Allen, manager of the Farmers' Square Deal Grain company of Morris, Ill., testified in a hearing on this subject that his company paid to the farmers the difference between 3 and 9 1/2 cents per 100 pounds. In other words, if the current price per bushel for wheat was 89 cents, Chicago, based upon the freight charge of 12 1/2 cents per 100 pounds, the freight rate per bushel would be approximately 7 cents. The saving by water transportation is the difference between the waterway tariff and the rail tariff, a trifle more than 5 cents per bushel. Thus the farmers got the difference of 5 cents per bushel. Instead of getting 82 cents for their wheat the Morris farmers were paid 87 cents per bushel. This difference will easily pay trucking expenses.

The story told by Mr. Allen was verified and repeated by farmers and millers throughout the Chicago territory. The Columbia river, the Snake and others are waiting, ready and willing to serve the people of the great Inland Empire. But the advantages they offer may be swept from under the very feet of those who need them most, unless the people awaken to the necessity of opposing legislation the national congress is asked to adopt, which if adopted will subvert the inland waterways to the benefit of the railroads and major trucking lines.

The rivers of the nation must remain open to all of the people all of the time. Bureau regulation will be ruinous. Keep your eye cocked toward Washington upon the setting of the next regular session in January, 1940.

KNOWS HIS FOOTBALL

Lt. Marius P. Hanford, Camp Heppner CCC commandant, is one of Heppner's most ardent followers of college football, and he gives a lie to some of the fanciful stories of how life at college is a bed of roses for football stars. "Sure, there's subsidization of players," says the lieutenant, "but I'd never play football at college unless it was the only way I could attend." He cited from experience of "warming the bench," as he put it, at both University of Idaho and U. S. C. The demands made upon the football players leave mighty little time for studies, and "believe me, those profs don't all hand out grades on a platter." High commendation is due the college football player who, generally, has high grades, he believes.

LIONS GOVERNOR VISITS

Walter E. Upshaw, governor of district 36, Oregon, for Lions International, missed connections with the local club meeting Monday, but he officially greeted club officers Tuesday when in the city from his home at Tigard. He left Tuesday afternoon to meet with the Athena Lions. While in the city, Mr. Upshaw visited at the home of Mr. and Mrs. Claude Cox, being the recently made father-in-law of Mr. and Mrs. Cox's son, Clair. The district governor reported a good advance in membership in Lions clubs over the state this year, and especially commended the local club for its substantial condition and good record of activities.

At Heppner ♦ ♦ CHURCHES

CHURCH OF CHRIST
MARTIN B. CLARK, Pastor
9:45 Bible School
11:00 Communion and Preaching
7:00 Christian Endeavor
8:00 Evening Church Service
7:30 P. M. Wednesday
..... Choir Practice
7:30 P. M. Thursday
..... Prayer Meeting

METHODIST CHURCH
REV. R. C. YOUNG, Pastor
Sunday: Bible School 9:45 A. M.
Worship Service 11:00 A. M.
Epworth League 7:00 P. M.
Evening Worship 8:00 P. M.
Tuesday: Boys' Club 7:00 P. M.
2nd Tuesday, Missionary Meeting 2:30 P. M.
Wednesday: Choir Practice 7:30 P. M.
1st Wednesday, Ladies Aid Business and Social Meeting 2:30 P. M.
All other Wednesdays: Sewing Group meets.
Thursday: Prayer Meeting 7:30 P. M.

ALL SAINTS' CHURCH.

No services next Sunday as Archdeacon Robathan has a special call to Klamath Falls.

ASSEMBLY OF GOD

CLIFFORD W. NOBLE, Pastor
Sunday services:
School, 9:45 a. m.
Worship service, 11:00 a. m.
Evangelistic service, 7:30 p. m.
Widweek services:
Tuesday and Thursday, 7:30 p. m.
Everybody welcome.

Churches Unite In Mission Program

Fifty women attended the Union Missionary society meeting at the Church of Christ Friday afternoon, with ladies of each the Methodist, Episcopal and Christian churches being responsible for one-third of the program, as follows:

Devotions, in charge of Mrs. Tacie Parker, president; paper, "Two Prayers," Mrs. W. T. Campbell; "Missionary Work of the Episcopal Church," Mrs. Josephine Mahoney; "Radio Broadcast" of mission work in America and foreign countries, ladies of the Christian church; vocal duet, Margaret McNeill and Coramae Ferguson, accompanied by Virginia Turner; "Missionary Work in Africa," and demonstration of meeting old colored friend in the south, Mrs. Alex Green; solo, Mrs. Robert Jones; prayer, Mrs. Clifford Conrad. Refreshments were served.

CHURCH GETS NEW ROOF

All Saints Episcopal church is being reroofed, with Orve Brown doing the work.

G. T. Want Ads bring results.

ENJOY SEAFOOD

Oysters, Clams
Shell Fish
of all kinds
Fresh from the Sea

FEATURED DAILY

FOUNTAIN AND LUNCH COUNTER SERVICE
Modern Booths

Contributions Taken for CHINESE RELIEF SOCIETY and Official Receipt Given

MEALS AT ALL HOURS

Elkhorn Restaurant

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FORMER RESIDENTS VISIT

Marquardtson's was known over a wide area surrounding Heppner as a leading department store here some thirty years ago, being successor to the old Fair store. Fred Marquardtson was the genial proprietor. Mr. and Mrs. Marquardtson now reside at Buhl, Idaho, and on a return trip home from visiting their son, Ernest, at Oakland, Cal., they dropped into town last week end and enjoyed greeting some old time friends, being guests of Del Ward, Heppner hotel proprietor, who clerked in the old Marquardtson store.

MISSES 30 EWES

Jim Burnside, in the city yesterday from the farm near Hardman, reported the recent disappearance of 30 head of ewes from his sheep flock. Mr. Burnside believed they had either been lost or had strayed, and in an ad in another column is offering a reward for information that may lead to their return. With the

price of sheep strengthening up some just now, Mr. Burnside said the loss is pretty tough.

MOTHER PASSES

Clarence Hesseltime returned home the first of the week from Waitsburg where he attended funeral services for his mother the end of the week. He was called to Spokane last week by his mother's serious illness, and she passed away shortly after his arrival. Mrs. Hesseltime was a long-time resident of Waitsburg, Clarence's old home town.

APPRECIATION

In leaving Heppner to accept a position at Miles City, Mont., I wish to thank the many friends who have given me their patronage, and to acknowledge with heartfelt thanks the many regrets extended by friends at the leaving of Mrs. Snyder and myself. Many fondest memories of my life will always center in Heppner. Joseph B. Snyder.



Thanksgiving Sale

For weeks we have scoured the market for the best in holiday foods—and now we are prepared to load your festive table in the hearty tradition of Thanksgiving. You'll save money on a finer dinner at Safeway.

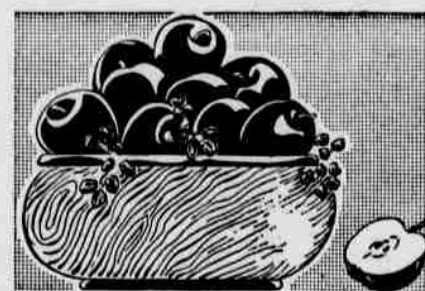
Prices until Thanksgiving

GRAPE-JUICE Town House 46 oz. tin **17c**
FRUIT CHOCOLATES Fancy box Chocolates 2 1/2 lb. 59c; 5 lb. 98c
FLOUR Kitchen Craft Sk. \$1.45
Harvest Blossom Sk. \$1.19
COFFEE EDWARDS 2 LBS. 45c; 4 LBS. 85c
NOB HILL 2 POUNDS 35c
AIRWAY 3 POUNDS 35c
SUGAR Pure Cane or Beet 100 LB. BAG **\$6.49**

MILK Tall Federal CASE \$3.49 12 TINS 89c	Grapefruit Highway No. 2 tins 3 TINS 29c	POP CORN Jap Hulless It Pops 2 LBS. 15c
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CANDY, fancy assorted varieties 1 Lb. 15c, 2 Lbs. 25c
WALNUTS, New crop Oregon soft shell 2 Lbs. 35c
FRUIT FOR COCKTAIL, Full o' Gold No. 1 tins 2 for 25c
PICKLES, Columbia fancy sweet 25 oz. Jar 25c
TANG, Cudhay's 12 oz. tin Lunch Meat 25c
ORANGE MARMALADE 2 Lb. Jar Sunny Jim 29c
FRUIT PEELS, Citron, Lemon, Orange Lb. 29c
CORN, Highway fancy cream style No. 2 tin 10c

PUMPKIN, Raymal No. 2 1/2 tins Each 10c
SWANSDOWN CAKE FLOUR Lge. Pkg. 25c
PEAS, Sun Laden, 5-sieve No. 2 tin 10c
BRAZIL NUTS, large and meaty 2 Lbs. 29c
RAISINS, Sunmaid seedless or puff 15 oz. Pkg. 08c
PINEAPPLE, No. 2 1/2 tins broken slices 2 for 35c
SYRUP, Sunny Jim, corn, cane and maple Gal. 85c
CRANBERRY SAUCE, Ocean Spray 17 oz. tin 15c



APPLES

Jonathans .. Box 95c
Fancy
Romes Box 79c
C Grade
Delicious ... Box 89c
EXTRA FANCY .. Box \$1.19

FRESH PRODUCE

GRAPEFRUIT Doz. 39c
CELERY, Utah 2 Bu. 15c
SWEET SPUDS 6 Lbs. 29c
BUNCH CARROTS 2 Bu. 5c
ONIONS .. 10 lb. mesh bag 15c
LETTUCE 2 Lge. Heads 15c
PUMPKINS Each 5c
ORANGES 3 Doz. 39c
New navels
POTATOES 100 Lbs. \$1.19