

**FREIGHT RATE COMPARISON SHOWS MORROW IN FAVORABLE POSITION**

Recent increases in railroad freight rates granted by the Interstate Commerce Commission will cost wheat farmers of Eastern Washington, Oregon and Idaho many thousands of dollars a year, according to Herbert G. West, executive vice president of the Inland Empire Waterways Assn., Walla Walla.

Rates on grain shipments from Whitman county, Walla Walla county, and Umatilla county points have climbed as much as 10 percent since the rates went into effect in early March.

This raise, tacked onto already high charges, means that farmers are now paying 81 percent more in freight rates to move grain from Pendleton to Vancouver, Washington, than they were in 1930, West said. From La Crosse, in Whitman county, in Washington, rates have climbed 88.4 percent in the same period, and the increase has been 85.4 percent for farmers shipping from Pullman, Washington, and Lewiston and Moscow, Idaho, West stated.

The significant fact is that all points where these increases have occurred are served only by rail or truck and not by low-cost barge transportation, he pointed out.

Where combination rail-barge or truck-barge hauls are available, as in the mid-Columbia River counties of Oregon and Washington, rates actually have slid downward in the 1930-1956 period.

As an example, West pointed out that rates from Heppner and Condon, Oregon, to Vancouver are 15.7 percent lower than 26 years ago. Grass Valley, Oregon, shippers are enjoying a 25 percent decrease, and farmers in Ione, Oregon, ship for 14 percent less cost than in 1930.

These decreases, West said, have come in the face of numerous general rate raises, and have been made possible only because of the competition offered by water shipment.

"Wherever barge transportation is available the pattern is

unmistakably clear. Rates are reduced, shippers and receivers alike save money, and service is greatly increased," West said.

To a county like Morrow in Oregon, which produces an annual average of 3,500,000 bushels of wheat, this means savings of almost \$350,000 each year in transportation cost. Thus, in the years 1950-1954 when Morrow county growers raised almost 17 million bushels of wheat, savings in the pocket on shipping costs totaled \$1,708,874 for the five years.

In one year—1954—Whitman county alone produced almost as much wheat as did Morrow county in five. But Whitman county farmers, shipped from Pullman to Vancouver, paid 42.6 cents per bushel in freight costs while the Morrow county grower, shipped from Heppner, paid only 29.7 cents per bushel.

As West pointed out: "If competitive rail-water and truck-water rates had been in force in Whitman county the farmers there would have pocketed several hundred thousand dollars in freight savings last year. Their grain would have moved just as rapidly to market, but the cost of getting it there would have been far less than they were compelled to pay."

With the advent of river transportation on the Lower Snake slated on completion of the Ice Harbor lock in 1961 these savings will begin to accrue to Inland Empire farmers, West noted.

"The pattern has been building since 1930 along the Columbia River", he said. "It is only a matter of time now until the Snake River counties will enjoy the same savings as the farmers who are served by low-cost barge transportation."



**JET BASE NEAR SALEM**  
The long-cooking issue of a site for the \$50,000,000 Air Force-Navy jet base ended Thursday when the Defense Department announced the location would be on the wide neck of peninsula-like area on the east side of the Willamette river 15 miles north of Salem and west of Gervais. The announcement was followed by another which dated the acquisition period to start Sept.

1 when from 5,000 to 7,000 acres of some of the finest land in the state will be bought.

Included in the purchase is a 424-acre tract acquired by the state last year as a site for a new penal institution.

The project will include a 9,000-foot runway and adjoining taxiway, administration buildings and barracks for 2,000 military and citizen employees with an annual payroll of \$5,000,000.

Federal aid will be routinely forthcoming to help in school districts affected by the addition of several hundred children of military and civilian personnel and civilians residing off the base.

**ELECTION CLERK'S "SCHOOL"**  
A voluntary "school" for election judges and clerks where they will be instructed in their duties is being formed by Marion County Clerk, Henry Mattson. County Clerks in other counties have shown an interest in the project.

One of the chief reasons necessitating additional instructions of election boards and officials is the increased number of questions that have arisen about voting procedures under the new law that requires voters to sign two poll books.

**DEATH PENALTY UPHeld**  
The death penalty imposed upon James Norman Jensen convicted of first degree murder in Jackson County, for the slaying of Mrs. Fern Hile, Medford housewife, April 23, 1954, was upheld by the State Supreme Court Wednesday.

Jensen's complaint had charged he could not obtain a fair trial

in Jackson County. The high court refused to criticize instruction given by the trial court on insanity as a defense. Commenting, the court said:

"We hold that in the case of a felony mental defectiveness short of insanity cannot be availed to reduce the crime from first degree murder to second degree manslaughter."

**LEGATO TO STACCATO**  
May Poll is for the Democrats.

For the first time in recent history the Bourbons are really threatening the GOP in total registration in Oregon. Voters' registration figures arriving during the first week in May at the office of David O'Hara, of the state elections department, continue to show a steady trend of increasing Democratic gains, with a lead over Republicans of more than 20,000 in Multnomah County. The expected heavy Republican registration in Marion County gives hope to Republicans of cutting the Multnomah lead in half.

**BOX CAR COACHES**

The governor's transportation committee was re activated Wednesday by Governor Elmo Smith as a citizen group to work with the state public utilities commission in attempting to solve the occasional freight car shortage in Oregon.

Gov. Smith named Dr. Charles Ziebarth, professor of business administration at U of O, as chairman. Other members appointed are: Russ Fryburg, Eugene; Earl Bleile, Roseburg; M. M. Gillis, Dallas; Glen Fravel, Salem; Kenneth Davis, Portland; Jack Gates, Harland; Nelson Hickok, Salem; Fred Blickle, Cottage Grove; Ray Reter, Medford; A. R. Dewey, Hines; Raphael Raymond, Helix; Joe Smullin, Hood River; James G. Wilson, Portland and T. J. Hendrick, Grants Pass.

**CONVICTS GOOD TIME**  
Until 1953 convicts at the Oregon penitentiary could earn credit for one-third of their sentences through good behavior. Since then, prison administrators have

**IONE NEWS**

Mrs. Charles O'Connor entertained the Three Links club of Bunchgrass Rebekah lodge at her

re-interpreted the law to mean one-fourth of their sentence could be earned.

Attorney General Robert Y. Thornton has been asked for a ruling on whether in effect, a convict with a 12-year sentence is eligible for discharge after eight or nine years of good behavior.

home with a luncheon May 4. Plans were made to serve a luncheon to the public Election day, May 18 at the Rebekah hall. The June meeting will be a cleanup at the hall beginning at 10 a. m. with a sack lunch. A program followed the meeting with Mrs. Fannie Griffith and Mrs. Cecil Thorne in charge. Terry O'Connor played a piano solo and games were played. Mrs. O'Connor, Mrs. Paul Pettyjohn and Mrs. Milton Morgan received the prizes.

**A REMINDER—**  
Leaves, Grass, Limbs, Etc., Require An Extra Charge for Hauling and Will Be Charged for Accordingly.  
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**Wiring Financing**  
**Plan**  
nothing down - 3 years to pay  
**HEPPNER HARDWARE**  
**AND ELECTRIC**  
LOYAL PARKER

**LIVESTOCK MARKET**  
Cattle—Hogs—Sheep  
**SALE EVERY TUESDAY**  
12 Noon  
On U. S. Hwy No. 30  
**NORTHWESTERN LIVESTOCK**  
**COMMISSION CO.**  
JO 7-6655 Hermiston Oregon  
Frank Wink & Sons, Owners  
Don Wink, Mgr.  
Res. Hermiston JO 7-3111

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