

'65 to be Year of Challenge, Morgan Tells Wheat League

The president of the Oregon Wheat Growers League told the recent 37th annual state meeting of the farm group that 1965 promises to be one of its most challenging years.

Milton Morgan of Ione, who opened the three-day conference last Thursday in La Grande, reviewed progress made during 1964. He warned Wheat League members that a greater effort is needed to modify federal farm legislation and increase producer income.

"For a number of years," he said, "we have been looked to as wheat leaders and have been called in by the Department of Agriculture for consultation. We need to keep this position." Morgan stressed the need for a self-financing program to enable the Wheat League to expand its legislative activities.

Opening day speaker Murray Thompson, policy planning director for ASCS, told the group that there is fairly general agreement on the broad goals to be achieved by any federal farm program, but translating these into specific regulations is a matter of compromise between conflicting interests.

"Developing a workable and fair farm program today," he stated, "is an art, not a science. Political acceptability is a harder requirement to satisfy than it was 25 years ago." He noted that farmers comprise only 7% of the U. S. population now as compared with 23% in 1940. Thompson said that most agricultural economists agree that, without some form of federal subsidy program, farm income would probably be cut in half. He said that lifting of all restrictions on wheat production would drop its price to about 90 cents a bushel.

Highlighting the Friday program was a morning panel discussion on world wheat markets and factors affecting them.

Members of the panel were OSU agricultural economist Marion Thomas, John Bauer of North Pacific Grain Growers, Portland editor Rich Pennell, and Jim Dyess, Northwest ASCS director. Richard K. Baum, executive vice president for Western Wheat Associates, moderated the discussion.

Thomas spoke on the history of the International Wheat Agreement, and said it plays a valuable role in stabilizing international commodity prices. He noted that the pact does not set specific prices, but rather a 40-cent range within which exporters are expected to deal.

"While there are no direct penalties that can be imposed in enforcing the agreement," Thomas said, "the signatory nations have adhered to its terms. The real significance of the IWA is that it makes for friendly understanding instead of bitter competition between the haves and have-nots in the international wheat market."

Wheat exporter Bauer told his Wheat League audience that the Government is currently penalizing growers by its restrictive policy on export authorizations. He said that at least 50 million bushels of Northwest white wheat is available for P. L. 480 sale this year, but that only 13 million bushels have been exported during the past four months.

Indirectly responding to Bauer's remarks, ASCS Northwest director Dyess predicted that the total U. S. wheat production this year will generally be utilized with an increase in exports to P. L. 480 countries. He noted, however, that the picture for white wheat is not so optimistic.

"You folks grew 183 million bushels of white wheat," he told his audience. "It's expected that 100 million bushels will be exported and 48 million will be

used domestically—way short of production plus carryover. At the end of this marketing year, we expect to have 41 million bushels of white wheat on hand, about the average carryover of 1957-61."

Following the panel discussion, the Wheat League delegates heard a luncheon address by Bob Menze, Cargill, Inc., export manager. Menze spoke on "The Role of the Exporter in the Pacific Northwest Grain Market."

The Friday afternoon session included talks by John Sullivan of Boise-Cascade, Union county state representative Don McKinnis and Ken Kendrick, executive secretary for the National Association of Wheat Growers. Sullivan discussed the potential for utilizing wheat in paper-pulp processing, and McKinnis stressed "The Farmer's Stake in the State Legislature." Kendrick reported on the outlook for new federal wheat legislation in 1965.

Concluding the second day's schedule were reports by Frank Tubbs, president of Western Wheat Associates, and chairman Floyd Root of the Oregon Wheat Commission.

Cutsforth Named Chairman of ASC County Committee

The recent ASC elections resulted in the reelection of Orville Cutsforth, Jr., as chairman of the Morrow ASC County Committee.

Farmers in each community elected committees to represent their areas in the administration of Federal Farm programs. The chairman of the nine communities met on December 19 and elected the county committee for the calendar year 1965. This committee is responsible for the administration of all Federal Agricultural programs at the county level.

In addition to reelecting Orville Cutsforth, Jr., H. G. Campbell was also reelected. The third member elected was Kurt Gantenbein from Boardman. Alternate members elected were Ronald Hagewood and Albert Fetsch.

The acceptance of farm programs by farmers is influenced by the attitude of the county committee, whose members are considered farm leaders in the county and their selection important to all county residents.

5 Oregon Assets Cited in Forecast For Rapid Growth

Oregon has five tremendously valuable assets and attractions that will help bring rapid development in coming decades, an Oregon State University geographer predicted this week.

Dr. Richard Highsmith listed:

1. A highly-favorable physical location—a reversal from the past—that is marginal to the most rapidly-growing areas of the nation.

2. Land in several qualities and considerable quantity.

3. Water—perhaps most important of all.

4. Climates ranging from mild-marine to dry continental.

5. A long border on the Pacific that provides opportunities enjoyed by only a handful of states for marine advancements, ocean studies and resource development, and shipping.

The croplands, forests and water are the foundation for notable growth in the economy and population of the state, said Highsmith, who is editor of the Pacific Northwest Atlas and acting chairman of the OSU Department of Natural Resources.

"The development in fact may come more rapidly than the state is prepared to handle in an orderly manner, in part, because many Oregonians are reluctant to see it come and are closing their eyes to the inevitable," Highsmith stated.

Oregon's location "way out west" has been a considerable disadvantage in the past, Highsmith remarked. Freight rates have complicated marketing of some products, for example. But the population explosion on the West Coast has brought major markets nearby and reduced reliance on the east, he observed.

In fact, the West today has a quality of "magnetic attraction" for the entire nation, Highsmith believes.

Water availability offers a major industrial asset, Highsmith states, and is the key to development. The value of water is dramatically demonstrated by areas that lack it and

'Dry Up' Parties, Employers Urged

In an effort to reduce the traffic accident toll in "Deadly December," Howard L. Eddy, executive secretary of the Oregon Traffic Safety Commission, today urged all employers to dry up Christmas parties.

As facts indicate more clearly each year that the aftermath of accidents following company drinking feasts is costly in lives and money lost, Oregon industries in increasing numbers are switching over to non-alcoholic refreshments.

"While not legally responsible for employees after they leave the company premises, the employer is certainly morally accountable for mishaps that occur because of a company-sponsored event," said Eddy.

"If liquor is served at a company Christmas party, however, the employer should provide safe transportation home for each celebrant. The cost of

are frantically seeking water sources.

With water, greatly intensified land use is possible in Oregon, he noted. The climate too provides fine opportunities for diversity in crop production, recreation, and permits easy transportation movement throughout the year, he added.

Highsmith sounds one note of caution in the rosy picture for rapid development. That is the formulation of a "priority rating" to provide a measure of protection for the very basic resources.

Quality croplands should be given to other uses "very grudgingly and only after alternatives prove to be impossibilities," he suggested. This is already a problem in the Willamette Valley, it was noted.

Finally, Oregon needs to gain from the lessons provided by the experiences of other areas—namely California—where rapid and uncontrolled growth has meant needless loss of some resource values, says Highsmith. If cities and areas will make plans and provisions for growth and development, the problem can be met and solved, he concluded.

chartered buses or taxis is certainly less expensive than fines, lost time of key men, hospital bills and funeral costs," he added.

Even the cautious tippler is not safe from mishap. Just a few drinks, bringing the blood alcohol content up to 15/100's of one percent, increases a person's

chance of having an accident 25 times more than when he's sober, noted Eddy.

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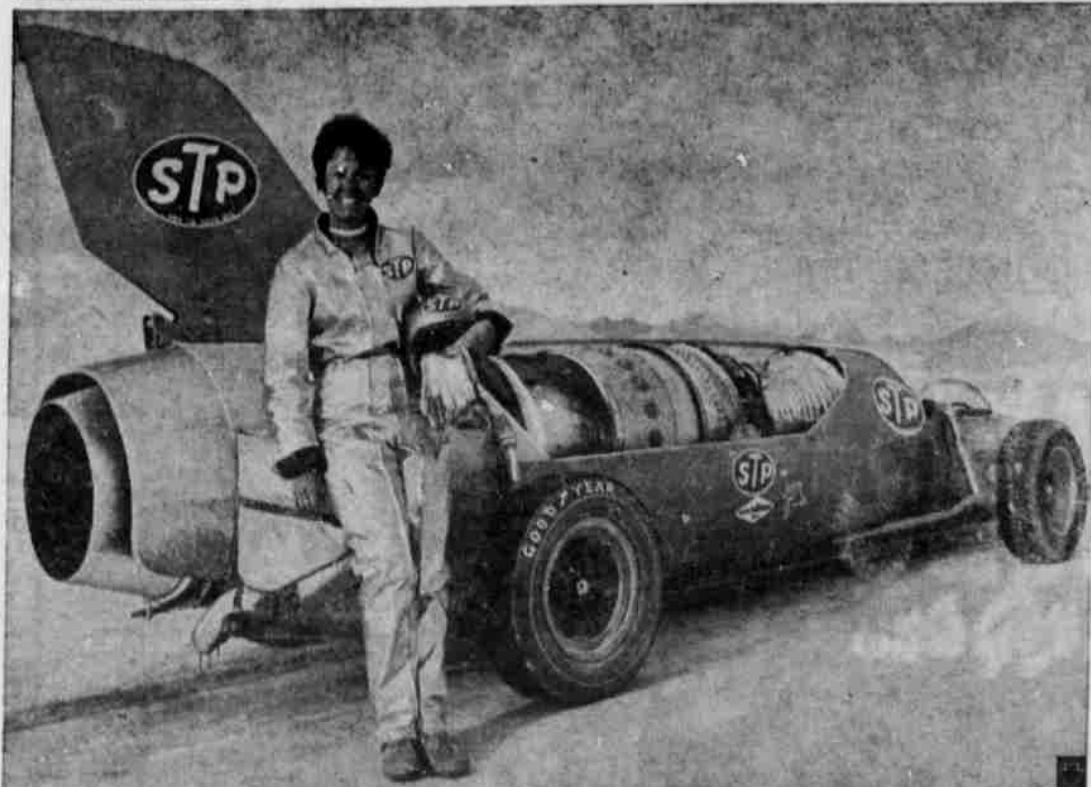


All-American Gift

Miss Vonda Kay Van Dyke—Miss America of 1965 prepares to present the all-American Christmas gift of 1964, or any other year—a United States Savings Bond. Bonds deck her Christmas tree, but hold no surprises for the recipients since their growth pattern is well established. The Arizona lovely takes her place as another in a long series of American beauties to advocate Savings Bonds as the all-American Christmas gift.



Woman Sets New World Jet Car Record



THUNDERING jet powered racing cars hold no terrors for pretty Paula Murphy, 29, first woman ever to drive a jet streamliner at Bonneville Salt Flats in Utah. The pretty Hollywood engineering aide broke her own mark as the fastest woman driver in the world when she hurtled across salt speedway at 243.44 mph over flying kilometer. Her two-way average speed for flying mile was 226.37 mph, officially timed by U.S. Auto Club and F.I.A., world auto speed record keepers. Old mark of 161.29 mph was set by Paula last year in Studebaker passenger car.

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