

Railroad Blow At Truck Lines Stirs Farmers

WASHINGTON, Feb. 13. (AP)—Attempts of railroads to drive traffic from the highways back to the rails has resulted in a defensive attitude on the part of farm organizations.

With legislatures of 44 states now in session, the National Grange has called upon its members to oppose all bills which would so increase the cost of highway transportation that those who travel by bus or ship by truck would have to pay at least as much as if they used railroads.

A declaration of policy "deemed necessary to a continuance of adequate transportation service to the public," adopted by the association of railway executives, recommends that federal aid for highways be abolished.

It also recommends that competition from the Panama canal and inland waterways be restricted, bus and truck operations brought under regulation and under taxation comparable to that of railroads.

Citing the decline in rail traffic, the railroads say the number of automobiles, including motor buses, increased 181.1 per cent in the last ten years, and the number of trucks rose 235.9 per cent.

The Grange asserts that "in many instances unjust rates demanded by the railroads have driven farmers to use motor trucks as a means of self-preservation."

"More than 14,000,000 head of livestock," it says, "was marketed by truck in 1929. Farmers own and operate 767,200 trucks. Motor transportation has widened the farmer's market for milk, fruits, vegetables and other crops, and materially increased his income.

"In many local areas of varying extent there are no railroads, and any increase in license fees, gasoline tax or personal property tax for the purpose of increasing the cost of truck transportation would insure to the disadvantage of farmers living there."

SIAM'S KING ASKS TO BE PLAIN 'MISTER' IN AMERICA



The pomp and splendor of his oriental court will be forgotten when young King Prajithipok of Siam and his young queen, Rambai, visit Washington in April. The king has asked that his reception be completely unostentatious.

By SUE McNAMARA
WASHINGTON, Feb. 13. (AP)—The king of Siam is entitled to all the gold braid and brass bands which this capital affords.

But he prefers his two-day visit here in April to be a quiet, unostentatious affair.

The young monarch—he is only 33—will be in civilian garb, as will members of his retinue. He has requested that no guard of honor be provided for him.

Yet color is bound to creep thru the dignified, conservative pageant of events arranged for King Prajithipok.

Vice-President Curtis and the entire cabinet will welcome him at the station. There will be a state banquet in his honor at the White House, at which gold plate, vivid flags and scarlet band uniforms are almost certain to appear.

The four-story home of Larz Anderson, former ambassador to Japan, will be turned over to the

king for his two-day stay, and here he will find the rest and seclusion which the contemplated operation on his eyes makes advisable.

The house has about 20 rooms, and there is a big conservatory full of flowers, palms, ferns and tinkling fountains. The art gallery contains treasures which Mr. Anderson has collected in all parts of the world.

With the king will be his young queen, Rambai, aged 26, and her one lady in waiting, the king's parents, Prince and Princess Svasti, an uncle and aunt, and the king's two personal servants.

Though the capital offers many fine golf courses, it is doubtful if King Prajithipok will indulge in his favorite sport while here. He will be chiefly concerned with his eye examination at Johns Hopkins hospital in Baltimore following his Washington visit.

An operation for cataracts will be performed by Dr. John Wessler, New York eye specialist, and the

RIO GRANDE OIL COMPANY SHOWS BUSINESS INCREASE

Local agents of the Rio Grande Oil company, who completed their wholesale distributing plant several months ago, state that business is showing a gradual increase, which should gain momentum within the next few months.

Starting with the opening of the super-service station of Fleming & Marshall at Fifth and Bonneville streets, there have been three other retailers added to the list. Jack Wright, who conducts a station eight miles from town on the Boulder dam highway soon followed the Fleming & Marshall opening.

W. J. Rhoads, of the Nevada Garage, has recently become a Rio Grande distributor, and early in January the Boulder Service station at the corner of Fremont and Fifth streets, was added to the list. The last named station has recently been sold to E. A. Clark, well known realtor, and will be conducted by Clark's sons, William and Orville.

Fleming & Marshall have gained a special reputation for super-service, having introduced many innovations which please the motoring public.

may know the facilities at his disposal.

The first letter signifies that certain minimum standards of hangar space and general facilities have been met. The numeral refers to the size of the landing field. The last letter denotes that regulations for night-flying equipment have been met.

FARMER WANTS TO SWAP COWS FOR NEW LICENSE

JEFFERSON CITY, Mo., Feb. 13. — Secretary of State Charles U. Becker has received concrete evidence that times are hard in the droughty area of southwest Missouri.

A farmer, stating that his only means of getting to town is by a 1919 model roadster, wrote to Becker, asking if he could trade a couple of good cows for a 1931 automobile license, the cost of which is \$10.50.

Four U. S. Airports Now Hold Federal Rating of 'A-1-A'

WASHINGTON, Feb. 13. (AP)—Four airports, out of the 1,782 airports and landing fields in the country, now hold the highest rating applied by the department of commerce.

The municipal airport at Brownsville, Tex., is the fourth to receive the A-1-A designation, which signifies that certain minimum requirements have been met.

The other three, in order of rating, are the municipal airport at Pontiac, Mich., the municipal airport at Denver, Colo., and Rickenbacker airport, Sioux City, Ia.

The letters and numerals are a "yardstick" by which a pilot, without having seen a rated airport, may know the facilities at his disposal.

The king will then rest on Long Island several weeks before touring Canada.

New Rails Turn Cattle Land To Farming Empire

AMARILLO, Tex., Feb. 13. (AP)—Railroad building in the Panhandle of Texas, last frontier of the southwest, is converting this former range country into an agricultural empire.

Big cattle ranches that once stretched over thousands of acres are being traversed by rail lines and broken up into small farms.

These farms are increasing at the rate of about 1,000 a year, and each year sees about 250,000 acres of new land put under cultivation.

Although colonization has been rapid in recent years, 18,000,000 acres of tillable land within the Texas Panhandle still awaits invasion of the plow. Other millions of acres in New Mexico, Colorado and Oklahoma are to be served by railroads extending from this section.

Encouraged by the greatest rail building program this country has seen since the World war, providing shipping facilities for all sections of the 84,000 square miles in Amarillo's vast trade territory, this area now is bidding for immigrants. Results from the farm colonization program are reflected in a gain of 120 per cent in population from 1920 to 1930.

Completion in 1931 of 650 miles of new rail lines radiating from the Panhandle will make remote settlements easily accessible. No longer will it be necessary for farmers to haul their produce 40 or 50 miles to market.

\$21,000,000 For Rails
Railroad construction in the Panhandle will cost about \$21,000,000 this year. Another 333-mile line is proposed at a cost of \$13,000,000. Old lines are sending \$8,000,000 for improvements and new business.

With not more than 25 per cent of the tillable land in the Panhandle under cultivation, this territory already produces about 48 per cent of the nation's grain sorghums, 7 per cent of the nation's wheat, wheat yields, and 3.5 per cent of the cotton grown in the United States.

New rail lines will not haul farm products alone, however. For the Panhandle also produces beef cattle, crude oil, and 55 per cent of the world's carbon black.

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