

The News-Review

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TAX STRUCTURE STUDIED

By George Castillo

With all the investigation being carried on into Oregon's complicated tax picture, it appears likely that the Legislature will do some major reconstruction and overhauling of the system in 1959.

Its fairly certain no sweeping tax cuts of consequence will result, but modifications and revisions of the structure may bring about more equitable distributions of the tax load.

At present, the Legislative Interim Tax Committee is carrying on a study. Despite the loaded political possibilities involved in such a subject, the committee appears to be seriously trying to achieve the goal of equity.

The committee is working closely with the State Planning and Development Commission, which in turn is backing the current study of the whole tax picture in the state by Dr. John F. Sly, director of Princeton University Surveys.

Finally, the state Tax Commission is carrying on a full dress hearing on the timber taxing problem.

All of these studies are designed to bring about solid recommendations for equitable distributions of the tax load. The trend of thought also appears to be that a redistribution might serve to bring about a better climate for attracting industries to the state.

Report Released

The first phase of Dr. Sly's three-part report has just been released. It indicates that the total tax load in the state is not out of line with other states and that it is in reasonable balance with total economic resources.

The first-phase report deals with a review of Oregon's economic tax base and an analysis of the practical aspects of its tax policy. The subsequent two will deal with the present and potential tax structure and a possible future tax policy for the state.

It promises to give a full understanding of the state's complicated tax structure based on income and property taxes.

So far, he has reached three major conclusions: (1) that despite its name, the 6 per cent tax limitation has not served to limit taxation; (2) that the Oregon individual income tax is not the highest income tax among the states; and (3) the corporation excise tax is not exorbitant, with deductions, credits and off-sets considered.

Sly says in the report that "it is proper use of the taxing power to modify within constitutional provisions business positions arising from basic disadvantages such as distances from markets, lack of investment capital, seasonal unemployment and excessive pressures on essential services." This may be a bit of writing on the wall of what could appear in final recommendations.

One shocker in the rash of studies going on now was the dissolution of the subcommittee on an educational sales tax recently. The subcommittee of the Legislative Interim Taxation Study Committee dropped the subject from further consideration.

Sen. Walter Pearson put the skids under the discussion by claiming the tax would merely lead to more spending by school officials since it would raise too much money. The sales tax had originally been introduced by Pearson to serve as a means of getting more money for schools and taking some of the burden of taxation off property. A sales tax vote appears unlikely.

New Formula Proposed

Another action in the tax picture, which appeals to timbermen, is the action of the Legislative committee's subcommittee on taxation of timber. It calls for a new formula of determining taxes on timber by which separate depletion rates for areas as small as townships may be used. The same bill died at the 1957 Legislature.

This and other aspects of timber taxes are being examined by the state Tax Commission, now acting as a state Board of Equalization. Primarily, it is working to bring about an equitable balance of taxation on timber.

Other areas getting study are capital gains, gift and inheritance, life insurance, house trailers, corporation and licenses and banks.

With all this preliminary action in the field of taxation going on, it appears likely that "taxes" will be the most used word at the 1959 Legislature.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page 1)

the interesting and worth-while things this area has to offer.

Here are some figures:

The average tourist expenditure per person per day is \$5.20.

The average tourist expenditure PER CAR per day is \$16.13.

The average stay per tourist car in Oregon is three days.

During these three days, the occupants of the average tourist car spend \$102.50.

These figures are based on a survey made a year ago by the traffic and engineering division of the state highway department.

That is to say—

If all of these cars could have been stopped for the average period, they would have spent a total of \$6,662—all outside money. That isn't hay in the economy of any average-sized community of the Pacific Coast. And, remember, this computation is based on only 65 cars counted within the space of a dozen blocks in one community.

All this suggests a question: WHAT STOPS TOURISTS?

The answer is LOTS OF THINGS. It all depends on the individual tourist and what appeals to him. What appeals to one won't appeal to another.

But—

In general—

The tourist is out to see interesting things, and if interesting things are brought to his attention he will stop to see them.

And—

When he stops for a day or more, he leaves money where he stops.

Here's a thought for all of us in Southern Oregon and Far Northern California.

KNOW YOUR STATE OF JEFFERSON.

Be prepared to tell every tourist of the fascinating and glamorous and romantic things in this area that he ought to see. If he isn't told about them, he will roar right through it—he'll stop. And when he stops he will spend money.

In Southern Oregon and Far Northern California, there is scenery unexcelled. There is the glamor of gold in our past. There is the glamor of the Spaniards and their fabulous adventures in the New World. There is the glamor of the old days on the open range.

We have everything it takes. But—

The tourist won't stop to see it all unless he is told about it. Let's start telling him.

Progress Report on the Summit



—Hal Boyle—

NEW YORK (AP)—Things a columnist might never know if he didn't open his mail:

That if you've been wondering how much your brain should grow during your lifetime, the answer is—more than two pounds. . . . It weighs around 12 ounces at birth, normally reaches an adult weight of about three pounds.

That the transatlantic cable weighs one ton per mile.

That black bear cubs don't open their eyes until they are about 40 days old.

That ancient Egyptians were clean shaven, but wore false beards as a symbol of masculine dignity. . . . private citizens wore a two-inch beard. . . . the beards of kings were considerably longer, and the beards on statues of the Gods turned up at the ends.

That Alaska, the 49th state to be, may have a future as a bay fever haven. . . . it is reported to be pollen free.

Peak of Career

That 20 years ago choreographer June Taylor, suffering from tuberculosis, was given less than three years to live. . . . today she's at the peak of a busy career.

That if your husband confesses he's a rapid rhubarbist, don't worry. . . . it only means he's keen about collecting walking canes.

That no matter how much baggage your wife insists on taking on a vacation trip, she'll remain a piker compared to a certain Maharajah of Jaipur. . . . He showed up at the coronation of King George V with 125 servants and 100,000 pounds of baggage.

That most species of animals live six times as long as it takes for them to grow up. . . . if this rule applied to man, most people would live to 120 years. . . . and some would live forever!

That typewriters now are manufactured to write in 147 different languages.

That you know your own language pretty well if you can name seven English words that contain all five vowels—*a, e, i, o, u*. . . . Here they are: Abstemious, disadvantageous, efficacious, encouraging, facetious, impertinence and instantaneous.

That members of some oriental tribes sleep with shaved pigs in winter, using them as heating pads.

That in olden times, when it was the custom for a man to steal his bride, the "honeymoon" was essentially a period of hiding. . . . until the tempers of the bride's relatives cooled down.

That it was Benjamin Franklin who advised, "Keep your eyes open before marriage, and half-shut afterwards."

That the Senate passed the bill Friday night, sending it to the House.

The amendment would not increase the acreage allotment of any county as a whole. Hruska said, "Price supports on wheat remain at levels ranging from 75 per cent to 90 per cent of parity, depending on supply."

The supporters this year are at the 75 per cent level.

WASHINGTON (AP)—The Senate-passed farm bill would offer every wheat farmer a new chance to appeal his acreage allotment.

It would provide no change, however, in overall acreage allotments or in price supports.

An amendment by Sen. Roman L. Hruska (R-Neb.), adopted by voice vote, declares that "a farmer who is dissatisfied with his farm acreage allotment for the 1959 crop of wheat" may appeal for a bigger one.

It specifies that the appeal must be filed within 15 days after the bill becomes law, or within 15 days after his acreage allotment notice is mailed to him by his county committee, whichever date is later. Although the bill does not elaborate, this presumably means within 15 days from the date on which the notice is postmarked.

Now Up To House

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WASHINGTON (AP)—The Air Force has been given the go-ahead to build a rocket engine powerful enough to send a manned satellite into space.

As a first step, the Defense Department said a contract had been given the Rocketdyne Division of North American Aviation to construct a million-pound thrust rocket engine.

The Pentagon said an engine of this type could be used to send up a manned satellite weighing about 20,000 pounds. Defense officials said it also could be employed to fire a vehicle weighing 3,000 pounds on a flight to another planet.

Thinking It Over

By Robert L. Dieffenbacher, D. D.

(Written for NEA Service)

Caves, closets, and even old refrigerators are intriguing things to explore and to use for hiding places. The fact that they offer a measure of danger may make the exploration more interesting than if they were entirely safe.

Every once in a while an adult loses his life in a cave because he becomes entrapped, and cannot obtain help.

Scores of little tots have lost their lives in refrigerators with their one-way catches. Once the door is closed there is no fresh air to breathe, no way of opening the door and no way to get in touch with those who can be of help.

These "hooby traps" are very much like sin. Adults and young people become interested in exploring the caves of sin along the way of life. They crawl into these openings with the intent of taking a quick look at the interior only to find themselves trapped.

You no longer can get from Madison, the capital of Wisconsin, to Milwaukee, the largest city, by train.

You can't get a train in or out of Paducah, Ky., a city of 65,000 population.

The Baltimore and Ohio has abandoned all service between New York and Washington.

The New York Central wants to abandon all service between Indianapolis and St. Louis.

The Katy ran its last train into Houston last year. The Western Maryland discontinued its last passenger run in Maryland. The Frisco has abandoned passenger service between Tulsa and Enid, Okla.

The Illinois Central wants to cut down service between Chicago and St. Louis.

That's the way it goes all around the country. Towns threatened with loss of trains invariably put up a fight for them before public regulatory bodies. But in the words of one rail official:

"Sure they want to save the trains—but not to ride them. They want to set their clocks by the whistle."

Obviously the trend toward elimination or curtailment of railroad passenger service is nationwide. The traveling public simply no longer patronizes trains—and this is especially true on the slow, winding roadbed between Eugene and Dunsmuir.

People now do most of their trav-

ing by automobile and this trend will be accentuated as more super-highways are built. Persons desiring speed go by plane. Even street car service and bus lines are faltering in many cities.

It certainly would seem like jousting with windmills to continue the fight for passenger service in Southern Oregon, under the circumstances. Perhaps it might be just as well if all concerned just let the matter drop.

Besides, it's too hot to prepare briefs and argue technicalities at Salem PUC hearings when the people primarily concerned—potential Southern Pacific train passengers—are supremely disinterested.

For a change there has been no editorial prodding. Our good friend Charles Stanton, editor of the Roseburg News-Review, has been content to let the matter rest.

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Editorial Comment

From The Oregon Press

WHY CONTINUE FIGHT

Grants Pass Courier

The fight to force the Southern Pacific railroad to resume passenger service through Southern Oregon seems to have bogged down, at least temporarily.

The case was brought before the Oregon Public Utilities Commissioner. Attorneys from Roseburg, Grants Pass and Medford raised the issue that the Southern Pacific, under provisions of its land grant franchise, was required to maintain passenger service over the route.

Southern Pacific attorneys asked and were granted time to delve into the records and file a brief on this point. This has been done. Now Howard Morgan, present utility commissioner, has invited Southern Oregon attorneys to file an answer. This as yet has not been done.

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GET BEHIND 42

Coos Bay World

From the standpoint of practicality, it's time for the bay area to make a drastic reassessment of its hopes for an east-west road to tap a hinterland for the port and the county.

For a long time bay area thinking, represented by the Port Commission, has been directed toward a "direct" east-west route running up Coos and Williams rivers, connecting with U.S. 99 close to Roseburg.

Long thought on the subject, however, has brought some people to a realization: once Highway 99 is tapped at Roseburg, what then?

The Port of Coos Bay would find itself scrambling for traffic with the well-established, rail-fed port of Portland.

What might be better, some realize, would be a highway aimed at a larger hinterland, one which would seek out Josephine and Jackson counties as well as Douglas—a hinterland more to this area's competitive advantage. With this realization, some bay area people have begun to look on the Highway 42 promotion with more interest.

Not yet, however, with wholehearted interest.

The Port Commission has approached the highly emotional Highway 42 issue in what seems to us a proper way. The Commission is "for" Highway 42 improvements. But being thoughtful men, they would like to have some facts and figures about cost-benefit ratios for all suggested roads before they throw their weight behind any given road to the exclusion of all others.

There are nagging doubts about Highway 42 in the breasts of all who have not allowed themselves to become blindly emotional on the subject. Can a good modern highway be built up those twisting, agonizingly steep, slide-prone canyons? How much would it cost in relation to another route? Doesn't 42 in fact go out of the way if what you're looking for is hinterland commerce instead of a way to get to Roseburg? Isn't the 42 route the proper one along about half its length—but improper when the terminus is set at Winston?

If a Josephine-Jackson hinterland is what we need, or "Winnemucca to the Sea," if you will, then wouldn't a new route from Myrtle Point to Powers, over Eden Ridge and down to Grants Pass be more valuable?

The answers to some of these questions are obvious. The others are not known, but the nagging doubts lend a negative feeling.

But it is time for us to be practical.

And practically dictates that the bay area get behind the Highway 42 improvement drive to the exclusion of all thinking about other, perhaps better routes.

This is dictated because without wholehearted bay area support, Highway 42 is not going to be improved. And the southern end of Coos county is so wrapped up in the emotionalism of Housewives For 42 that it will not support, or even listen to, bay area efforts for another route. In Coquille and Myrtle Point—the areas that run this county because they devote time to it—it is Highway 42 or nothing.

The bay area can take its choice. When one looks at it that way, one had better take Highway 42, which is certainly better than nothing. After the perhaps ten-year job of extracting a good road on that route out of the Highway Commis-

sion, then maybe we can turn our thoughts and efforts to additional roads.

The Coos Bay Port Commission does not know the "best" route for east-west commerce leading into and out of Coos County and the bay area.

The members quite frankly admit this. It very well may be Highway 42. In fact the odds may be that "the" route is 42. But there's no way of knowing for sure until surveys are made to prove it.

Port Manager Robert Herrington has tried to persuade 42 advocates that logic dictates that everyone get together and agree to back the route shown to be best by facts and figures. Everyone agrees to the logic of this—but people in the south end of the county balk at the last step in the chain of reasoning. In effect they say "42 or nothing," logic or no logic.

So let's forget logic and get Highway 42 improved first and as fast as possible. The odds are with us because 42 is better than nothing, and nothing is what we have now.

The Port Commission should immediately pass a resolution saying it is for immediate improvement of Highway 42 and that it regards rebuilding of this highway as the most urgent road matter in Southern Oregon. This will answer the Highway Commission's contention that it can't build any roads because there is no "unity" in Coos county.

Then the Port of Coos Bay should pick up the Highway 42 ball and run with it. The Port has the facilities and resources to provide leadership in the effort to get Highway 42 built—and Highway 42 will be an east-west road to a hinterland! It's the only practical thing the bay area can do.

THE GREAT FALLING-OUT

Band Bulletin

From time to time this newspaper has commented upon the apparent parting of the ways of Oregon