

Electrical Power Consumption Reaches New High for Oregon

Electrical energy consumption reached a new high in Oregon in 1942. State Utilities Commissioner Ormond R. Bean reported here Saturday.

Residential and rural customers of the public utilities purchased 16.1 per cent more kilowatt hours in 1942 than in 1941. Last year these customers paid \$10,065,194.56 for this service. Revenue from residential and rural service increased 9.67 per cent.

During the year average revenue per kilowatt hour for power sold to residential and rural customers was reduced 5.47 per cent over the state.

Buyers of commercial and industrial power got their supply for 8.17 per cent less than in 1941, because they used quantities that commanded the low rate. The gross power revenues for all Class A, B and C electric

than in 1941 and the increased commercial and industrial users is 4.82 per cent.

Residential and rural consumers used an average of 11.46 per cent more energy in 1942 than in 1941. Commercial and industrial use increased 16.27 per cent for the same period.

There are 204 utilities, railroads and kindred organizations reporting to the utilities commissioner.

Reports from the motor transport and rates divisions of the commission largely confirm that Oregon is expanding rapidly along development lines.

More Women Labor Asked

"The ladies, bless them, what would we do without them?" was the sentiment uttered by Joseph Wilson, US employment agriculture placement officer, Saturday as he issued a call for a few more women to work in the hop fields.

Commission Sets Sale of Knapp Tavern

The old Knapp tavern, Port Orford, Curry county, early day stopping place for hundreds of travelers enroute from San Francisco to Oregon and other northern points, is to be sold by the state highway commission.

In those days most northbound travelers came up the coast by sailing ship to Crescent City and from there to Marshfield by horse trail.

The two-story hotel landmark recently was purchased by the highway department from the

The workers are needed Monday morning; the job is hop training; the pay, 65 cents per hour. Trucks will pick up women at the employment office at 7:30 a.m. daily, Wilson stated.

grandsons of the founders, in connection with relocation of the Oregon coast highway. It stands directly on the right-of-way of the new road. Bids for purchase of the old tavern will be received by the highway commission at a meeting in Portland May 12.

Records of the highway commission show that the tavern was erected in the early 70s and was operated by the late Rachael Knapp, who acquired patent to the site in 1871.

When the old coast wagon road superseded the horse trail, the Knapp tavern became a stopping place for the stage coaches.

The old tavern also provided the setting for many early-day social events.

Bees 'Fair', Black Reveals

Commercial apiaries where owners fed and checked their bees during the winter and early

spring came through in fair condition, A. Burr Black, apiary supervisor for the state agricultural department, reported Saturday.

Smaller lots of bees in The Dalles area are experiencing about 80 per cent mortality due to winter kill and starvation.

Present indications point to a 30 per cent loss of smaller lots in the Willamette valley due to late swarming, Black said.

Bus, Truck Registration Increases

Registration of buses and heavy trucks during the first quarter of 1943 showed increases over the comparative period in 1942, while other registrations were down, Secretary of State Robert S. Farrell, jr., reported Saturday.

Buses registered this year totaled 997 compared to 642 in 1942, an increase of 55 per cent.

Heavy trucks increased from 33,753 at the end of March, 1942, to 35,641 this year.

Total registration of all vehicles was down 1.4 per cent. There were 372,980 vehicles registered during the first quarter of 1943 as against 372,821 last year.

Private passenger cars totaled 303,837 compared to 310,858 last year. Motor vehicle transactions returned a total of \$2,739,143.96 to the state during the first quarter of 1943.

Around Oregon

By The Associated Press

Colonists of the Tulelake war relocation project held Easter sunrise services on Castle Rock, atop the rugged Tulelake peninsula.

Oregon War Bond Administrator David Eccles announced that Treasury Secretary Henry Morgenthau, jr., would visit Portland Tuesday on a second war loan drive tour.

Mac Cormack Snow, chief enforcement attorney for the OPA's Portland district, resigned, effective May 1, to resume his law practice.

Harold A. Rands, generally credited with having selected the Bonneville dam location as well as several flood control dams to be erected in the Willamette valley, announced at Portland his retirement from the US army engineers.

W. R. Thigpen, Portland, district traffic manager for United Airlines, disclosed civil aeronautics board approval of the line's petition to resume Seattle-San Diego air passenger and mail service, stopped last year when some of United's planes were diverted to the army.

Charles S. Knowles, 65, Kennewick, Wash., construction superintendent for the Pacific Power and Light company, died of pneumonia at Bend, where he was supervising construction of a power line to Camp Abbot. Klamath Falls authorities expressed fears that Jesse Wright, jr., 15-year-old Indian, missing for a week, drowned in Williamson river following the finding of his bicycle near the water.

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