

Know Your State Government Tour Reveals Complex Business



Know Your State Government Day visitors to the Oregon State Department of Finance took in this state car and truck auction at the fairgrounds Monday as part of their educational tour. The auction attracted the largest crowd (above) yet to attend the state operated sale. (Statesman Photo) (Picture also on page one)

By ROBERT E. GANGWARE
City Editor, The Statesman
(Story also on page 1)

Bill Gaarenstroom wheeled a 1958 Ford into the State Motor Pool, wrote out the ticket showing a seven-mile trip, then helped Automotive Manager Fred Hoyer plunge into explanation of the 5,000,000 miles of official state travel handled each year through the pool. Another building, two State Finance Department sections and 30 minutes away on a Salem Chamber of Commerce tour, girls in the central machine accounting unit were working on forms, too—punch-

ing cards that would deposit payroll, statement and other information at the rate of 150 readings a minute in a roomful of complex automatic business machines used by many state offices.

Surplus property handling, consolidated state purchasing, state printing, management research and state budget making were among other State Finance functions inspected during a four-hour tour by one group of eight chamber members, led by Finance Director John F. Richardson, Gaarenstroom and other executives.

In the Finance Building on Ferry Street, Purchasing Agent Erma Owens and eight buyers purchase \$20 million worth of items a year, including monkey cages and fish food as well as cars, uniforms,

Statesman Writers Tell Story of Tour

When some 300 Salem businessmen and professional men and women toured 31 state departments and several state institutions Monday in the nation's first Know Your Government Day, four Statesman writers and a photographer tagged along.

It was to the lesser known type of department they were most interested in—and they learned as much as the touring visitors. Their reports appear on this page. All pictures were taken by John Erickson, Statesman photographer.

all manner of office equipment and other supplies. Sealed bids are required for all purchases over \$1,000. About 19,000 purchase orders are filled each year.

Back at that Motor Pool garage on Ferry Street, Hoyer pointed proudly to the pool's record of operating 265 passenger cars at an average 4 1/2 cents a mile, including

full depreciation, insurance and other costs. They are only 10 per cent of the state cars on the road, but they are the ones serving many agencies out of one motor pool.

Under contract with Valley Motor Co. of Salem, the state is buying 1958 Ford four-doors at \$1,462. Two-year-old state cars, meanwhile, were being sold at oral auction at the State Fairgrounds and bringing \$1,000 to \$1,100.

Finance Department officials figure the oral auction method has brought average selling price up to NADA book value, and yesterday was no exception when 36 cars and trucks were sold for \$21,170.

Tour visitors like Ward Davis did a double take at the state surplus property warehouse off Taft Street when they saw 50-cent "price tag"

on men's black oxfords. Surplus Property Manager Wakefield B. Walker explained the state obtains \$250,000 worth of federal government surplus property a month. The freight and handling expense make the property "priced" at only about 10 per cent of actual value.

This material ("everything from spoils of thread to tractors") is then made available to state institutions, hospitals, schools and other non-profit groups — altogether some 1,000 groups a year.

Like the motor pool and the surplus property setup, the state printing plant—a million dollar printing business—is self supporting and requires no tax funds. State office equipment plus 4 per cent (to keep equipment up to date) for whatever printing is needed.

Travelling Sand Dunes Explained

By CONRAD PRANGE
Staff Writer, The Statesman

Ever hear the story of the travelling sand dunes?

Well, the damage these shifting sands do to Oregon coastal areas and the remedy was explained to a group of Salem businessmen and educators who visited the state Committee on Natural Resources Monday.

Richard Bain, young and able executive director of the newly-formed department, explained the aims, purpose and workings of this little-known segment of state government.

"If Oregon citizens do not awaken to the need for conserving our natural sources of water, game and timber we will soon be in the same situation as some other fast-growing states who failed to heed the danger signs until too late," he said.

Wind Moves Dunes

"Take these troublesome sand dunes along the beach in the Florence area. The winds move them inland at the rate of some 17 feet a year. They have buried lakes, forests and have threatened highways. The remedy, the committee has found, is to plant a type of European beach grass on the dunes thus anchoring them."

The Resources Committee is a 13-man group which meets every two months. Its members are the heads of some 13 state agencies connected with natural resources. These include parks, water resources, geology, sanitation, soil conservation, fish and game, education, forestry, engineer, highway, agriculture.

The committee was originally an advisory group set up by Gov. Douglas McKay in 1949. It was made an official state organization in 1951.

Cooperation Insured

"Primary purpose of the organization," said Bain, "is to acquaint each member unit with what is going on and what other member departments are doing in the resources field. It insures cooperation of units on a common problem."

Usually when the committee is confronted with a problem it discusses it and then decides which member department or departments should carry out the plan. The Resources Committee operates through sub-committees. For instance a sub-committee on state mapping is now engaged in a 15-year task of furnishing topographical maps of the entire state.

Wildlife Considered

The highway sub-committee works with the highway department, game and fish and forestry divisions so that new highway construction will not permanently damage stream flow or fish and wildlife.

An important task of the Resources Committee is working with logging, lumber and manufacturing interests in preserving and maintaining the quality of the state's water resources. This affects fish life (both commercial and sports), agriculture and recreation—all primary assets of the state.

To this end the committee has set up an experimental survey in the Alesia River valley. Here, under natural, "outdoor laboratory" conditions, experts will conduct long-range studies and tests to work out plans and methods of conserving Oregon great natural resources for all time.

94 Receive Salk Shots At Silverton

Only 94 people turned out at Silverton Monday night to receive Salk vaccine polio shots purchased by the Marion County chapter of the National Infantile Paralysis Foundation. The chapter had allotted 350 shots of the vaccine for the clinic.

Workers were "disappointed in the turnout," according to Miss Viola Eisenbach, public health nurse with the Marion County Health Department. The health department and volunteer doctors of the Marion-Polk Counties Medical Societies are helping with the clinics.

Additional clinics during the week include the Woodburn clinic at the Woodburn City Library from 7 to 9 p.m., the Stayton clinic at the Stayton City Library on Thursday evening and Salem Clinics Friday evening at the Salem General and Memorial Hospitals.

"Madame Butterfly," the Puccini opera about the Japanese girl who fell in love with an American naval officer, was first performed in Milan in 1904.

Vast Working Of Accident Board Viewed

By ROBERT STEVENS
Staff Writer, The Statesman

The significance of workman's disability compensation and how it is paid plus a Cook's Tour of the agency which makes it possible was the premium offered Monday during a tour of State Industrial Accident Commission.

Making the tour, during the initial presentation of Know Your State Government Day, was a group of six business and professional men.

One of the biggest contributors to the stability of Oregon and its citizens the State Industrial Accident Commission last year paid over \$17,323,000 in worker's compensation benefits.

Millions of Oregon employees pay only two cents a day to share the benefits offered by the SIAC in one of the most unique insurance policies in the state.

Established In 1913

In answer to their many queries, the group discovered that the State Industrial Accident Commission was established in 1913.

Since that time it has grown in size and policy holders until it takes some 528 employees and over \$2,550,741 annually to perform its functions. Approximately 365 of these employees fulfill their duties in Salem while drawing an annual payroll of \$912,304.

Since it paid its first benefit 45 years ago, the commission has taken in \$296,988,532 in payments and interest and paid out \$230,524,300 in benefits and administrative costs.

An average of 70,000 benefits claims are processed each month in the Salem office of the SIAC which are over nearly two floors in the Public Service Building in Salem. SIAC also operates branch offices in Portland and Eugene.

Claims Pass Million Mark

More than 1,649,604 compensation claims have been filed since 1913. Benefits on many of these are still being paid, according to Donald Sutherland, SIAC comptroller, who conducted the government day tour.

An array of complicated IBM machines, secretaries, clerks and supervisors in 17 departments sort, file and classify these claims.

Under the SIAC system the employer bears a large portion of the compensation program's cost. Employer payroll rates (amount he pays) depend on whether he is classified as operating a hazardous or non-hazardous firm. These rates range from six cents per \$100 of payroll to \$25 per \$100. Logging and construction industries pay the highest rates.

Not Bound By Law

Employers are not bound by law to enroll in the State Industrial Accident program, according to Sutherland.

Biggest sore spot in benefit claims is the unmeasurable back or head injury claim brought by an injured workman. "These claims can also be quite a headache," Sutherland mused.

The SIAC also maintains X-ray units to aid in determining amount of injury incurred by a claimant. Through the efforts of the SIAC and its program of workman's disability compensation, thousands of Oregon, and Salem residents, are able to maintain their proper positions in the community.

Marion County Farmers Union's Meeting Friday

Statesman News Service
MT. ANGEL, Jan. 20—The Marion County Farmers Union will meet Friday at 10:30 a.m. at the Mt. Angel Legion Hall for its last meeting before the state convention.

Dave L. St. John will be chairman. The meeting place was listed earlier erroneously as Gervais.

Cars Damaged in Chain-Type Crash

Three cars were badly damaged in a chain reaction type accident near the intersection of Vista Avenue and Pringle Road about 3:45 p.m. Monday, but no injuries resulted. State Police Officer Malcolm Clarkson said.

The cars were driven by Charles Henry Thurman, 450 Cunningham Lane S, Bessie Bentz, 1695 Capitol St. SE, and Elaine V. Kubler, 2050 Strong Rd. SE, Clarkson said.



U. C. (Hub) Salfeld (left), director of state veterans' affairs, shows Rudy Calaba, Salem realtor, a basket containing one day's receipts from veterans loan repayments. The one-day total amounted to over \$50,000. Calaba was one of several businessmen touring this department during Know Your State Government Day Monday. (Statesman Photo)

PUC's Overall Operation New to Business Group

By DON SCARBOROUGH
Staff Writer, The Statesman

Some of the mechanics of a state agency that touches the individual every time he makes a telephone call or ships a load of strawberries were inspected Monday by eight businessmen in "Know Your State Government Day."

Most of the eight who went through the offices of the Public Utility Commission were officials of businesses that work regularly with the commission. They admitted, however, to little knowledge of the overall picture.

The PUC's job is to regulate certain private businesses in the state that are so vital to the general welfare of the citizen that his rights must be protected as a public trust. These businesses include 14,000 motor carriers and 173 public utilities.

When it comes to setting utility and freight and transportation rates no other agency has quite so many people to satisfy. Gordon Shattuck, assistant to the commissioner, told the group.

The commission decides what rate is fair to everyone and what services the utility must perform. Once the standard is set it is up to the company to petition for a revision—court-like process guaranteed to make an interesting story.

The sheer volume of work and money the PUC's biggest job is motor carrier regulation. This brings the state nearly \$14 million

annually, mainly in weight-mile taxes and truck licenses. Half of this comes from out-of-state truckers.

Other states are following Oregon's lead in the weight-mile tax. A gas-tax alone would deprive the state of money from truckers who often buy gas in one state then churn up Oregon roads. The revenue is turned over to the Highway Department for highway maintenance.

Freight carriers figure their own tax and report monthly to the PUC. The paperwork of 14,000 postings monthly would bog down many times more than the PUC's 216 employees were it not for intricate electronic machines. They do everything, including "THINK" signs to put here and there.

Periodic checks have proved carriers more than 99 per cent honest in figuring out their tax.

Various offices keep tabs on the utilities and on how well they abide by regulations. They also handle complaints and gather the data Commissioner Howard Morgan needs for policy decisions.

The PUC also represents Oregon in hearings of the Interstate Commerce Commission in Washington, D.C. where the freight rates that influence Oregon's economy are set.

Not the least of the commission's job is to regulate 7,700 different log brands.

Guides on the tour were Shattuck and James L. Jefferson, comptroller.

Machine Inspected



R. C. McCormick, left, Southern Pacific freight agent, and Roger C. Teitzlaff, Oregon Electric Railway Co. agent, inspect a Public Utility Commission machine that does the job of three people. Operating the complicated Cart-type machine is Mrs. Mary Palmer, Monmouth. (Statesman Photo)

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