Amendment uld Raise Fee Auto Owners

By DAN H. SELLARD
Register-Guard Staff Writer

tate of Oregon's system of registering automo- flat fee basis would be replaced by a system cars would be licensed on a basis of weight, e voters in November approve a constitutional nt placed on the ballot by the trucking industry. he opinion rendered recently by C. W. Enfield, legal the State Highway Commission. The opinion was given a request by Senator Elmo Smith, chairman of the Leg- way Interim Committee.

stitutional amendment will appear as measures 330 and November general election ballot. The truckers ask a YES er of civic committees and legislators seek a NO vote. sure on the ballot seeks to validate a weight-mileage sed by the 1951 legislature but referred by the truck- citizens' committees ask a YES vote on measure 318—want a NO vote.

AW INVALID

n his opinion, ruled that since the amendment will al- x based on weight of the vehicle, all other systems of s use, mileage and size, would be invalidated.

present vehicle registration law fixes a flat fee on pas- and other light vehicles, but taxes trucks on the basis d use Enfield's opinion is that the whole law would be amendment is adopted.

ent of the framers of the amendment was undoubtedly rtion of the taxes now upon heavy, long distance trucks es of vehicles," the opinion stated. "To accomplish this mendment specifies that registration fees shall be based Weight is an objective, ascertainable factor. Hence, it is t there is no room for the exercise of legislative judg- retion for the purpose of effecting economic or political

pointed out that many times taxes are created and used n mere revenue gain. Many taxes are regulatory—used Should the truckers' amendment be approved in No- legislature would have no regulation of the huge truck

XES FOR MOTORISTS

ers seek the amendment since it would mean less taxes haul operator and more for the motorist, farmer, logger asual or short-haul driver. The amendment's wording t the legislature be prohibited from passing a tax act tax one vehicle differently from another.

points out in his opinion that under the present law, the almost exclusively on the farm exacts an entirely differ- the same truck used in hauling machine parts. This is theory that the farm truck uses the public's highway parts hauler. The constitutional amendment would kill making the fee same for both trucks.

points would apply to taxing passenger vehicles. While pay the same flat fee of $10 per year per vehicle, the endment would force the car owner to pay a tax on his ding to the weight.

amendment the Cadillac owner would not only pay he Willys driver, but also would pay the same fee as the ing the same as his Cadillac—regardless of the mileage the use to which he puts the car.

TO SPECIAL VEHICLES

n Vehicle Registration Act now in use in Oregon and st in many other states, an automobile weighing 4,600 xed only the $10, while a truck weighing 4,600 pounds ents per 100 pounds, or $32.20.

is taxing according to use would be thrown out with the amendment, Enfield stated. Instead, the trucker have to pay on the weight system along with the car rdless of the fact that the car may use the highway per year and the truck ten times that much.

weight basis would be applied to special vehicles such es, hearses, armored cars, etc., and the state would have to regulate or assist any class of vehicle. The limousine crippled kids to and from the hospital school would pay the over-the-road moving van weighing the same.

way attorney held that other provisions of the current law, such as the clauses providing penalties for overload, basic speed rule, etc., would not be altered by the nt. Neither would the laws applying to licensing of drivers fuel used in vehicles.

AT WEIGHT-MILEAGE TAX

endment would go into effect on July 1, 1953 and would all vehicles making use of public highways.

irectly aimed at the referred legislation which was adopted etting up a tax system based on weight and mileage for legislature worked on the assumption that trucks account ds of highway use. The legislation oposed by the truckers pt to collect this two-thirds—on the basis that the heavy travels the 100,000 miles should pay his just part of construction and maintenance bill.

also pointed out that should the constitutional amend- ed by the long haulers be approved by the public, con- the state highway system might have to be halted. (See g table).

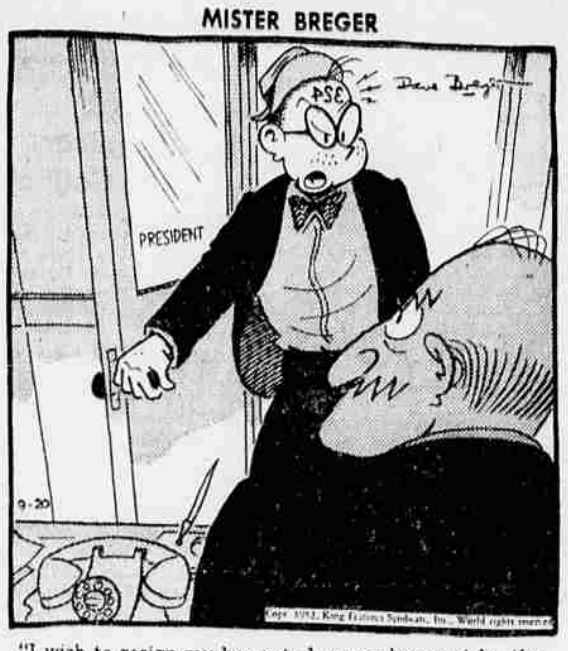
to Meet

The Goshen-Pleasant Extension Unit will rganization meeting at Mrs. L. E. Wertman ay 58, next Wednes- at 1:30 P. M. Day- ars will pick up any- transportation at the at 1 P. M. Members attend and to bring eighbor.

Mrs. Fox Elected

WESTFIR — A congregational meeting and election held last Sunday by members of the Presbyterian Community church resulted in the election of Mrs. Lloyd Fox, for a three year term as elder, while James Wiser was elected for a two year eldership. Mrs. Neal Griffith was elected church treasurer, and Mrs. Clifford Miller was chosen to be the new church elder.

MISTER BREGER



"I wish to resign my house-to-house salesman job—the last prospect slammed the door in my face!"

THIS I BELIEVE . . .

League of Women Voters President Says Human Intelligence Need Know No Bounds

Distinguished civic leader, Mrs. John G. Lee of Washington, D. C. reveals her personal creed. This is one of a series of statements prepared for broadcast by thinking, useful people in all walks of life. The program is presented by Edward R. Murrow over KERG at 12:15 and 9:30 p.m., Monday through Friday.

I think the most profound influence in my life was may father. He was an inventor and a scientist with a most inquisitive mind. He loved and was greatly stimulated by the beauty and the design he found in nature. He believed in people and was himself a completely honest person. His sense of humor was keen though kindly and his energy was inexhaustible. Once he was asked how he got the idea for the Maxim Silencer. He answered; "by watching the way water behaved when it went down a drain." This simple statement opened up for me a whole realm of ideas which led to a firm belief that human intelligence need recognize no bounds; that through the use of our intelligence we will move progressively closer to an understanding of man and of the universe around us; that this knowledge will bring a closer harmony between man and his surroundings; and that this way lies the chance to make the world a better place to live in.

SAW DESIGN

Then I remember sitting with him on the deck of his boat one night in early September. We were anchored in a secluded cove. The breeze was light and very salty. We could hear across a little strip of land the pounding of the surf. The stars were brilliant and every now and then a shooting star would ly interested in astronomy and he streak across the sky. He was deepled my mind into unforgettable speculation as we explored the grandeur of that night. I think from this I came to understand that there must be law and order in our universe. There is Design. Man can observe, he can learn to understand, he can apply in the interests of the common good; not for one or for a few; not to destroy but to build for all peoples.

My mother and father each had an acute social conscience. They believed that because good fortune had endowed them with better than average opportunity, they had a duty to perform in their communities. From this no doubt came my own conviction that I must give more than I receive and that a satisfactory life must be measured by its usefulness to others.

I remember the excitement engendered by the conversation in our home. All kinds of ideas were explored; all sorts of prejudices were challenged; penetrating minds were brought to bear on every problem of the day. I learned that each one of us had a right to his own beliefs, that prejudice perverts truth and that violence in the long run gains us nothing. From this understanding I moved into the belief that people everywhere must learn how to work together for the common purpose of the betterment of mankind.

I believe one of the greatest ideas of all times, one that is a compelling moral force, is the concept of the dignity and worth of the human individual. From this idea there develops a sense of devotion to the common good. I believe that if we pull these rather simple but fundamental things together and tie them up with honesty and truth, there are no visible limits to the heights to which mankind can rise.

PRUETT'S SKY REVIEW

By J. HUGH PRUETT

Astronomer, Extension Division
Oregon Higher Education System

At times we hear the expression that on such and such a day "the sun will cross the line" and autumn will begin. Or this may be said in March regarding the beginning of spring. Perhaps the one who makes the statement cannot always explain just what this so-called line is or where is is located.

The date of the next crossing is Sept. 22 at 8:24 p.m. CST, 7:24 p.m. MST, 6:24 p.m. PST. The line that it crosses is an imaginary trace among the stars known as the celestial equator. The place of the crossing as well as the time it is done is known as the Autumnal equinox.

Some believe this equinox brings with it equinoctial storms which are apt to deluge us with torrential downpours. But those who have studied many years of weather records label this belief a myth. As likely as not the equinox will find us—and leave us—in the midst of a prolonged period of delightful Indian summer.

MARKS CHANGE

Although the equinox may give us no immediate and noticeable weather changes, yet it does mark the time after which such changes are apt to occur, since the sun has reached the sky position when the nights thereafter become longer than the days as the sun is getting farther south.

Since the earth's rotational axis is inclined 23½ degrees from its upright position in the annual orbit, the sun seems to us to make its daily trip across different parts of the sky at various seasons. On Dec. 22, old Sol rises far toward the southeast, is low in the south at noon, and sets well toward the southwest. On June 22, these three positions become "far toward the northeast," "very high in the south," and "far toward the northwest."

Now let us consider that we can draw a white curve entirely across the blue of the summer sky to mark the apparent track of the sun during the longest June day; and another for the shortest winter day. These curves will be 47 degrees apart, or twice 23½ degrees. Midway between them we draw another line. This is the approximate celestial equator and is the sun's path on the dates of the equinoxes.

KNOW WHERE IT IS

Although this celestial equator cannot be seen as pictured above, yet astronomers know just where is is and what stars it touches. The sun's center will be very close to it during the day of Sept. 22, but only a certain instant will the two exactly coincide.

Equinox means "equal night." On that date—after allowing the horizon for approximately 12 hours. It rises about due east and sets due west everywhere, and its rays reach from pole to pole.

Blachly Names Chest Leaders

BLACHLY—Organization in the Blachly district for the Community Chest Drive for Western Lane has been announced by Lee Murphy of Junction City, division chairman. The district comprises all the area in school district No. 90, including Greenleaf, Nelson Creek, Triangle Lake, Blachly and Horton.

Volunteer workers include Mrs. Beulah Hust, Mrs. Orpha Willhite, Mrs. Beulah Parke, Mrs. Leona May, Mrs. Bernice Tipton, Mrs. Cecile Lindsay, Mrs. Ruth Slayter, Mrs. Bonnie Powell, Mrs. Virginia Marshall, Mrs. Hazel McVay, Mrs. Helen Wilson and Mrs. Winifred Hult, who is the chairman of volunteers.

NOT APPROVED

MANCHESTER, England (AP)—David Gainsboro was taken off the "approved" list of dentists by the national health service Friday for pulling too many teeth. It was charged he made $61,600 in the last two years by pulling out teeth to cover up bad dentistry. Three patients had no teeth left.

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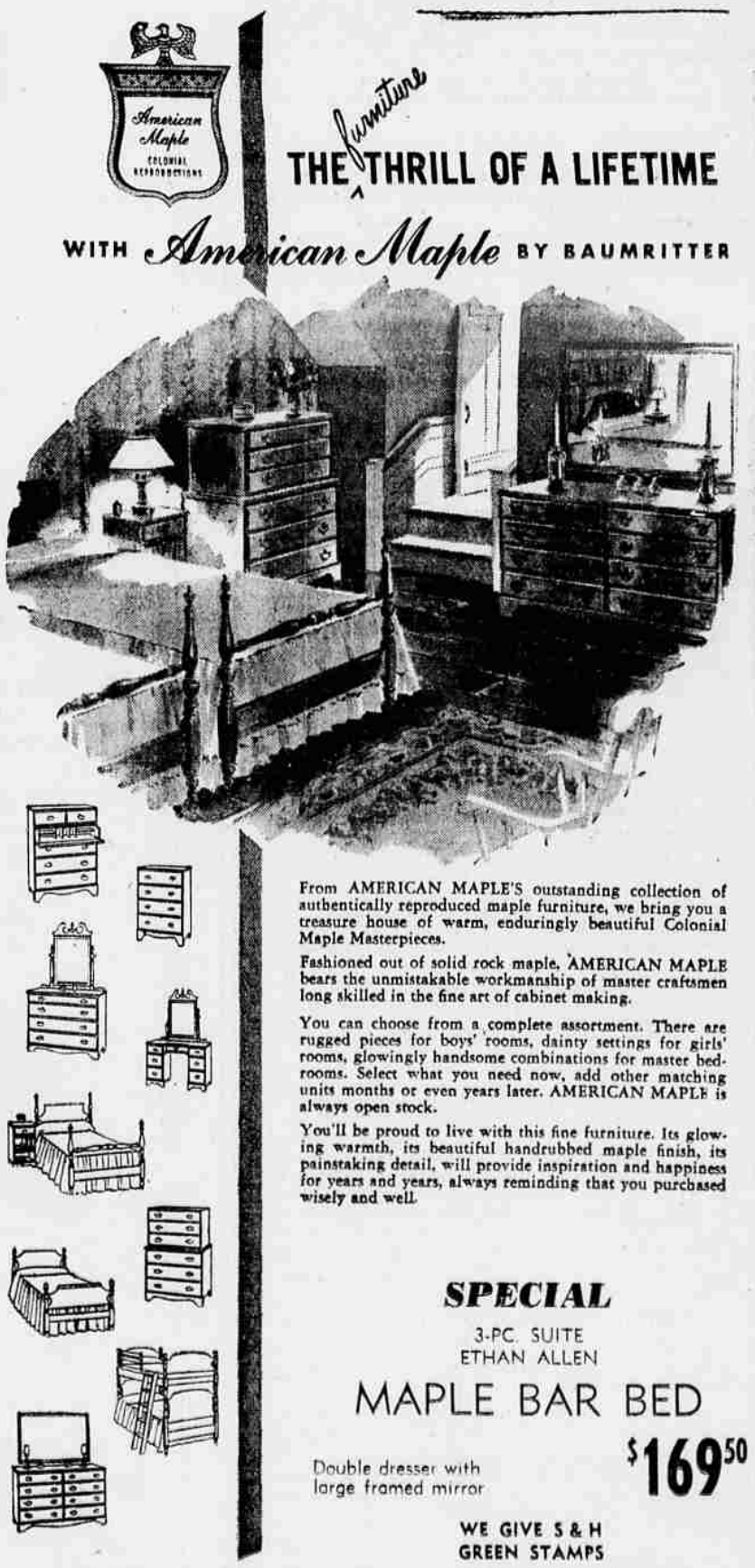

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