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OUT OUR WAY

By J. R. Williams



O.S.C. Specialist Gives Pointers For Saving Pigs

THIRTY YEARS AGO
 (Jan. 26, 1920)
 The Baptist church was extensively damaged by fire last night. The blaze started from a stove used to heat water for the baptistry.
 Despite stormy weather, hundreds stood for nearly two hours yesterday afternoon in pelting rain during the imposing ceremonies attending the laying of the cornerstone of the new St. Francis Catholic church.
 Carl R. Gray, newly appointed president of the Union Pacific railroad system, was in Bend today.
 A new five-year temperature record for January was set today when the temperature reached 61 degrees.

Bend's Yesterdays

BUDGET BALANCED
 Portland, Jan. 28 (UP)—The city council announced today it has balanced Portland's budget.
 Cuts in expenditures and new revenue anticipated for the coming year total \$1,015,381, more than the expected budget deficit of about \$983,000.
 At the same time the council indicated it may call for a special election at the May primary election to solve long-range financial problems.

Oregon Jersey Used in Test

Columbus, O., Jan. 28—An Oregon registered Jersey cow has been rated as a tested dam by the American Jersey Cattle club. The distinction was awarded Mary G. Diano for having three offspring with official production records. She is owned by Ruby Steiwer Lamb of Bend.
 The cow's descendants averaged 9,747 pounds milk and 576 pounds butterfat on twice daily milking, mature equivalent basis. The tests were checked by the official representatives of the club.
 The cow also has been classified for breed type. She was rated as good plus, equal to a score of 80 to 85 points on the breed's score card which gives 100 points for a perfect animal.
 The production testing and type classification work carried on by Mrs. Lamb are part of a program offered by the American Jersey Cattle club to make possible the continuous improvement of the Jersey breed. The club's national headquarters is in Columbus, O.

Oregon Village Reports Isolation

Portland, Jan. 28 (UP)—Oregon Journal readers wrote the editor today that the community of Timber had been isolated by snow since December 27.

The letter, signed by 21 residents of the community, "2.6 miles off the Sunset highway and six miles off the Tillamook highway," complained there had been one death; that the coroner had to follow a bulldozer to reach Timber; milk supplies were cut off; mail hadn't arrived and electricity was on and off during the period.

"Why can't we get snow plows up here to Timber and Cochran? We need them very badly," the writers said.
 "We're really nice, educated people who pay taxes and vote. But we're beginning to wonder why."

FIRE DESTROYS STORE
 Eugene, Jan. 28 (UP)—Fire of undetermined origin destroyed the \$45,000 Swanson's farm-home store at the junction of the Pacific highway and the McKenna pass highway. Fire chief Ed Surfus said today.
 The blaze, which broke out last night, was the second at the highway junction in a month. Earlier a \$75,000 super-market burned up. No one was injured in either flareup.

TOMPKINS SEEMS TO WEAKEN ON CVA BILL

In "The State Master's Comments," a column carried regularly on the editorial page of the Oregon Grange Bulletin, we were interested to find, the other day, this paragraph:

"We have, in the past, complained about the federal government not reimbursing the tax assessing bodies in the state of Oregon for the property owned by the federal government. It surely would seem that we could get across a program that would provide for a reasonable tax levy on federal property, especially when our state is made up of more than 50% of federal lands.

It seems to us that if Master Tompkins wanted to get the whole story out for examination he would have made reference to the moneys that are now paid by the federal government on account of the properties it owns in Oregon. He might, also, have discussed the pending Cordon bill under which a regular annual payment would be made on account of national forest lands.
 Whether he failed to do so because he is unaware of these matters or because he is unwilling to speak a good word for Senator Cordon we leave to him to explain. Of more immediate interest is the question whether this statement by the grange master means that, after all, he is not satisfied with all of the CVA bill, S. 1645. Its provisions for tax payments, as all informed persons know, are not at all like those that Tompkins urges in this column of his should be gotten across.

The tax payments provided for in the CVA bill are dependent on the whim of the administration board. In this, at least, a part of the CVA bill that Tompkins does not like?

STARTED SINCE 1906
 In his "Behind the Mike" column in The Oregonian, William Moyes mentions a full page article in the Seattle Times crediting Jack Travis, publisher of the Hood River Sun, with founding the first daily newspaper in Oregon since 1906. Moyes dropped the matter right there, possibly with the idea that others would take over the responsibility of pointing out that the number of Oregon dailies started after 1906 is almost equal to the number now being published in this state.

Two of these, of course, were in Bend. The Bulletin and The Press changed from weeklies to dailies on the same day in December, 1916. Ten years later the second-named publication, then titled, "Central Oregon Press", was merged with The Bulletin.

There were others in various parts of the state, it is to be learned from the excellent "History of Oregon Newspapers", written by George S. Turnbull while a member of the University of Oregon journalism faculty. In Medford there was the Daily News, which ran from 1926 to 1933. In Burns the long-established Times-Herald operated for several years as a daily, beginning in 1933. In Klamath Falls there were no less than four, The Chronicle, 1910, The Northwestern, 1912, The Record and The News. The first three perished after relatively short careers; the last named continues in combination with an earlier publication, The Herald.

The Evening News, Roseburg, 1908, purchased by the Roseburg Review, became a part of the present News-Review. In the same city, The Times started in 1935 and stopped in 1936. The Ashland Tidings changed from weekly to daily in 1919 and has continued daily publication since. The Courier of Grants Pass started its daily appearance in 1910. The Gazette of Corvallis, continuing after merger in the Gazette-Times, became a daily in 1909.

The Coos Bay Record lasted from 1909 to 1928, the Milwaukie News was born and died in 1908 and the Morning News had its brief career in Eugene beginning in 1930. The Pendleton Tribune started not long after 1907, carried on until 1924.

That's about it, unless we've missed some. Those we have listed number 17, in addition to the Hood River Sun. Altogether there are 19 general circulation daily newspapers in Oregon today.

WASHINGTON COLUMN

By Peter Edson
 (NEA Washington Correspondent)
 Washington—Quite a fuss may be in the making over President Truman's budget message request for 6,000,000 to start a new industrial safety program.

National safety council, the big, privately-financed organization for promoting safety in homes and on highways as well as in factories, foresees encroachment on its activities and feels that business can promote safety better and cheaper than the government.

U. S. chamber of commerce, while endorsing present safety programs in which the federal government co-operates with the states, feels that any enlargement of federal functions is unnecessary.

Interstate commerce commission now administers four federal safety codes. ICC's bureau of safety inspects safety appliances, signals and hours of service. It also investigates railroad accidents. Bureau of locomotive inspection does what its name implies. A bureau of service administrators laws on transportation of explosives. A safety section of the bureau of motor carriers inspects trucks and buses. In all these fields, federal employees do the actual inspection and enforcement of specific safety laws.

From this summary, it can be seen that the federal government is already in the safety business quite extensively. There are two bills now before congress to extend these programs to factory inspection. In one, introduced by Rep. Tom Burke of Ohio, a new bureau of accident prevention would be set up in the department of labor to do the whole safety job. This is the AFL-CIO bill.

It would create an accident prevention board for each industry. It would be made up of labor and management representatives, with a public chairman. These boards would be empowered to make rules for elimination of unsafe conditions. Federal inspectors would be given the right of entry into manufacturing plants to con-

duct investigations. Regulations of the boards would be enforceable in the courts by injunctions. This is the bill the national safety council, U. S. chamber of commerce and other such organizations are afraid of.

The other bill, which the Truman administration is backing, takes a slightly different approach. It has been introduced in the house by Rep. Andy Jacobs of Indiana, in the upper chamber by Sen. Olin D. Johnston of South Carolina. The Johnston bill was reported favorably by the senate labor committee last year and is ready for a vote. In brief, it would provide only federal grants in aid to the states for enforcement of their separate safety laws.

The actual factory inspection job would thus be done by the state departments of labor. Grant to any state could be up to three-fourths of its own expenditures to promote safety, on the basis of population, number of workers and hazards in its industries. A grant could be made only if the secretary of labor found that a state's safety program met specified minimum requirements.

William L. Connolly, director of the bureau of labor standards in the department of labor, favors this system of handling factory safety inspection by the states. He is a former labor commissioner of Rhode Island. He says factory inspection is too big a job for the federal government. He points to the fact that federal wage and hour law inspectors are able to cover only 8 per cent of U. S. manufacturing plants a year, and at a cost of \$5,000,000 a year.
 It is to strengthen the state safety inspection services that the Truman proposal for \$6,000,000 grants to the states has been sent to congress. The president's national safety conference, which met at the White House last March and September and will meet again next June, has called for a 50 per cent reduction in industrial accidents in the next three years.

Out on the Farm

By Ha S. Grant

Jan. 28—The snow fashioned ruffles of white eyelid embroidery to trim Calico farm this morning. Outdoors, everything looked clean and sparkling, with a shimmering frosting that stood up in peaks like seven-minute icing.

The rock wall around the eastern looked like a huge snow fort, and the pump house, with its peaked roof, was transformed into a dazzling pyramid. The snow made a creaking, crunching sound when we walked to the car.

The white ducks seemed to think the snow was water, and were having considerable difficulty swimming in it. They

PETITION FILED

James L. Audrian, of Redmond, has filed a petition for letters of administration of the estate of his late mother, Mrs. Nannie Audrian., the Deschutes county probate court records show.

UKULELES COME BACK
 Tampa, Fla., (UP)—The ukulele is coming back in Tampa. Music merchants reported phenomenal sales and said the instruments were being used even as accompaniment for gospel singing. The Little Chapel church here has already organized a ukulele band, squawked happily, fluffing their feathers and preening.



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By Merrill Blosser