

Corporate Tax Bill Passes Senate, 20-10

Measure Goes Back to House for Amendment Action; Rate to Go Up to 6 Pct. for Most Companies

By PAUL W. HARVEY JR. Associated Press Writer

The corporation excise tax bill—No. 2 piece of the Democrats' tax program—breached the Senate Monday night, 20 to 10.

And 16 Democrats were joined by five Republicans in supporting the bill, which would add about \$5 million dollars a biennium to the state general fund.

Ten Republicans opposed it. The bill, drafted by the House Taxation Committee, would increase the effective tax rate on net income of most corporations from 5.4 to 6 per cent, on banks from 8 to 9 per cent, and on utilities from 2.2 to 7 per cent.

However, the Senate Taxation Committee, in an effort to entice new industry to the state, left the effective rate on manufacturing corporations at 4 per cent.

The bill goes back to the House for consideration of this amendment.

Sen. Philip S. Lowry (R), of Medford, moved to suspend the rules for consideration of an amendment that would have put the rate on virtually all corporations at 4 per cent, thus giving them a substantial tax reduction.

There were 17 votes for his motion and 13 against, so it failed for lack of the necessary 20 votes.

Sen. Walter J. Pearson (D), of Portland, chairman of the Tax Committee, argued that the bill's primary purpose is to make the tax equitable, rather than to raise revenue.

Sen. Anthony Yturri (R), of Ontario, said that "like an illegitimate child, this will come back to haunt us while we see industry locate in other states."

Sen. Lee Ohmart (R), of Salem, argued that the rate structure was unfair between classes of corporations, and said, "it is plucking the chicken to the extent it might be killed."

The Republicans who voted for the bill are Sens. Carl Francis, Dayton; Warren Gill, Lebanon; Sidney Schlesinger, Salem; Rudie Wilhelm, Portland; and Francis W. Ziegler, Corvallis.

The vote came at 10:15 p.m., at the end of a night session, the first at which the Senate has transacted business since the Legislature met 121 days ago.

Even at that, the upper house didn't get to consider the remaining 19 measures on its heavy calendar.

Other action by the Senate included: Passed 18-12 the bill that might compel school districts to consolidate with other districts if they are so directed by countywide committees. This goes back to the House for consideration of many Senate amendments.

Voted 24 to 8 to increase maximum weekly unemployment compensation benefits from \$35 to \$40, and to boost the employers' payroll tax from 17 million dollars a year to 24 millions. This goes to the House.

Approved a House bill to appropriate \$400,000 to launch the state on a program of inspecting all meat that isn't inspected by the federal government.

Passed a House measure to compel employers of 10 or more persons to give leaves of absence during legislative sessions to workers who are members of the Legislature.

In contrast to the jammed Senate calendar, the House was almost at the end of the long road toward final adjournment.

The House passed and sent to the Senate an amended Senate bill that provides gross negligence must be proven before a person can be convicted of negligent homicide for killing a person in an automobile accident. Now, such convictions can be obtained merely by proving simple negligence.

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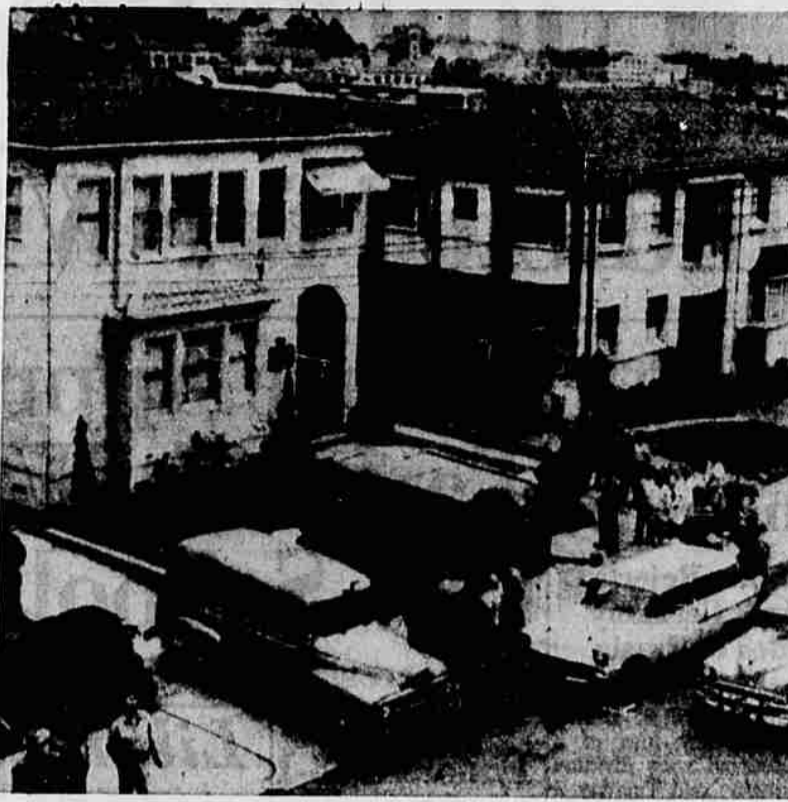
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Slaying Scene in Oakland



OAKLAND, Calif.—Police prepare to remove body (partially hidden by ambulance) of nationally known chest specialist Dr. Harold Guyon Trimble, 61, after he was gunned down here yesterday afternoon. Sydney Klass, 53, was picked up shortly after the shooting and disarmed by police. Klass was booked on suspicion of murder and according to Police Captain of Inspectors Anthony Bolger, Klass said, "I did it. I've been waiting a long time to do this." (AP Wirephoto)

Widower Kills Doctor Blamed In Wife Death

OAKLAND, Calif.—A retired Navy officer told police yesterday he shot and killed a past president of the California Tuberculosis and Health Assn. because his wife committed suicide after the physician had raped her.

A cab driver trailed Saul Sidney Klass after the shooting, using radio to direct police, who quickly closed in and made the arrest.

Shot down and killed by six bullets was Dr. Harold G. Trimble, 61, an internationally known chest specialist.

The relief workers were sorting out the problems and making plans to help people back on their feet. Engineers were helping straighten out the tangled town by doing such things as moving houses out of the streets.

There even was a glint of humor yesterday when the sun broke through clouds and melted them away.

"I'm going to have a special on mud packs," quipped Annette Spivey as she shoveled ooze out of her tiny beauty parlor.

Maj. Clyde Villenez, commander of the 46th Engineers Construction Battalion at nearby Ft. Hood, said, "With good weather, it still will be three weeks before we can clear the debris, open streets and put the city back into working shape."

The disaster struck about 8:45 p.m. Sunday. A levee on Sulphur Creek broke.

The wall of water swept through the town, virtually destroyed much of the business section of 88 establishments and damaged 210 homes, 38 of which were demolished. Some homes were floated blocks away.

It absolutely cleared some business houses—walls, ceilings and merchandise.

In others, the weight of water crumpled floors, dropped merchandise into water-filled basements and thereby created water-logged junk.

Four persons drowned or were killed when the flood struck. The Red Cross listed 25 as missing at one time, but most turned up later.

One was missing and presumed dead. Lompas residents couldn't purchase flood insurance.

"We couldn't get it because of flood of 1936," said Romans O'Hair, cashier and vice president of the First National Bank.

Hot Slag Dumped Into River Blasts Portland Section

PORTLAND (AP)—A fiery blast shook an industrial area along the Willamette River in Northwest Portland Monday night.

Police blamed dumping of hot slag into the river near the Oregon Steel Mills, Inc., for the blast, which sent a geyser of water boiling up, and blew some river-side debris around.

It started a small fire ashore, and the Shaver Fire Protection Co. said a seven or eight-pound rock fell through the roof of one of its buildings. No major damage was reported.

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Climbers Push Senate Rackets Group Starts To Canada Air Wreckage Site Probe of Long Kohler Strike

WASHINGTON (AP)—The Senate Rackets Committee said today it has launched a preliminary investigation of the sometimes violent never-settled strike against the Kohler Co. of Kohler, Wis.

Chairman McClellan (D-Ark.) and Sen. Mundt (R-SD), a member, said staff investigators have been assigned to the probe, which may lead to public hearings later.

The National Labor Relations Board has devoted practically a full year to hearing on complex issues in the strike. An NLRB examiner at one point dismissed the whole case. The board reinstated it.

The plane is the one which carried 62 persons to their deaths in a raging snow storm last Dec. 9. The disaster was the worst commercial air accident in Canadian history.

TOOK WRONG TURN
A portion of the wreckage of the big plane was found by two Vancouver mountain climbers who took a wrong turn in heavy clouds as they were scaling Mt. Slesse. Later yesterday, air-searchers sighted the wreckage.

Robby Wells, a veteran pilot of Cascade Aircraft Co., Chilliwack, B. C., reported flying within 50 feet of the wreck. He said the big North Star plane which carried its 59 passengers and 3 crew members to their deaths struck 50 feet from the summit of the mountain.

ENGINE TROUBLE
The North Star had taken off from Vancouver on its eastbound flight but the pilot radioed he was turning back 100 miles east of Vancouver because of engine trouble. Nothing was heard from the plane after that message.

Wells said the plane probably had been forced lower than the pilot realized by the storm.

Portland Eyes Island Airport
PORTLAND (AP)—The Port of Portland Commission was asked Monday to revive Swan Island in the Willamette River here as an airport.

A delegation of business men said there is growing need for a city-center airport to handle light, business planes.

Swan Island once was Portland's main airport. But it became the site of a World War II shipyard in 1942 when the Portland International Airport opened. It is located just north of the main business district.

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