

Higher Than 1951 More About Oregon

Expansion of lumbering in Curry county and stepped up dam building in Umatilla resulted in these two areas leading 36 Oregon counties by a wide margin in pay roll gains for the first three months of 1952, according to tabulations just completed by the State Unemployment Compensation Commission.

Oregon's 17,488 covered employers reported \$279,759,339 paid during the first quarter to an average of 309,152 employees. The number of workers dropped 0.7 per cent, but pay rolls were 4.9 per cent higher than in early 1951.

Plywood and other new mills in the southwest corner of the state helped Curry county's wages to more than double in the past year, jumping from \$653,841, to \$1,323,851. Of 1,418 workers reported last March, 1,000 were in wood products, which had 82 per cent of the pay rolls.

More than half of Umatilla's \$8,301,802 reported wages were from construction, including 3,380 of the 8,271 covered workers. Its pay roll increase was 42.6 per cent. Other counties gaining more than 10 per cent since the first quarter of 1951 were Harney, Clatsop, Wasco, Coos, Hood River, Jefferson, Tillamook, and Douglas.

Multnomah's 6,065 employers paid out \$128,400,213 for the highest first quarter since the war, but the number of employees dropped 1,352 to an average of 139,428. Lane county in second place followed a similar pattern, but Douglas, next in timber output, gained 3 per cent in employment and 10.4 per cent in wages. Coos, another big lumber area, held fourth place, while Marion, Linn and Umatilla were next with Jackson dropping to eighth.

Sixteen counties showed employment gains and 24 reported pay roll increases over early 1951. Covered wages paid in Jackson county were 1.7 per cent lower than a year before.

Stop For School Buses Oregon Payroll 4.9%

Oregon's law requiring motorists to stop for school buses that have stopped to load or unload children will soon call for renewed attention by Oregon drivers, the state traffic safety division reminded today. Many buses have been transporting farm workers during the summer, an operation to which the stop law does not apply. The division said this fact confuses some motorists who are not aware that stops

Homemade Peach Ice Cream Ideal Summer Fare



Photo courtesy Borden's

No matter how high the mercury climbs, you've still got to eat. This daily occurrence can be taken care of in a fairly easy fashion if you stick to simple but substantial fare that's easy on the palate and easy on you as chef. You can begin the meal with canned jellied consommé, follow through with a big seafood salad bowl, and end with heaping plates of homemade ice cream bedecked with frozen peaches.

Nowadays homemade ice cream is a very popular item as dessert courses go. It is so quick and easy especially when it is made with sweetened condensed milk since it is stirred only once in the making. What's more you only need one cup of cream added to the sweetened condensed milk to have a smooth, creamy ice cream. The recipe is virtually failure-proof even if you're a novice at ice cream making. Sweetened condensed milk which is a rich combination of whole milk and sugar blends perfectly with the other ingredients to give you a really smooth ice cream minus those pesky "ice splinters" that sometimes turn up in the best ice cream.

Sweetened condensed milk

comes in a 15 ounce can and is wonderful for making candies and cookies as well as puddings and pies. If you would like a copy of a booklet containing 70 easy recipes that work like magic, drop a postcard to Borden's, Dept. Y-R, Box 175, New York, 46.

FRESH PEACH ICE CREAM (Makes about 1 1/2 pints)

3/4 cup (1/2 can) sweetened condensed milk
1/2 cup water
1 cup crushed fresh or frozen peaches
1/4 cup sugar, about
1 cup heavy cream

Set refrigerator control at coldest point. Combine sweetened condensed milk and water. Chill. Sweeten peaches to taste. Stir into milk mixture.

Whip cream to custard-like consistency. Fold into chilled mixture. Pour into freezing tray. Cover tray with waxed paper. Freeze to a firm mush (about 1 hour). Turn into chilled bowl. Break up with fork then beat with rotary beater until fluffy but not melted. Quickly return to tray, cover tray with waxed paper. Return to freezing unit. Freeze until firm.

must be made only when the bus is carrying school children.

When the big yellow vehicles resume regular school runs early next month, a loading or unloading stop means cars approaching from both directions must also stop, the division pointed out. Traffic so stopped may then proceed, provided no children are leaving the bus or crossing the roadway.

The law, adopted by the 1949 state legislature, exempts from stopping only vehicles approaching the bus from the opposite direction on the far side of a roadway having three or more lanes.



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Phoenix Ore.

The taxing of trucks in Oregon on the weight-mile principles began by legislative enactment in 1947. It was first recommended for adoption by the Legislative Interim Committee in 1937. During the ten year period successive interim committees of the legislatures carefully considered this type of legislation and all were agreed that this form of tax should be adopted.

Certain mechanical features in the application of this law as enacted in 1947 were found to be impractical and these features were corrected in 1949. The main difficulty was the fact that the 1947 law allowed credit for gasoline taxes on the basis of fuel consumption reported by the carriers. In correcting this procedure in 1949, the mileage rates were adjusted in such a manner that the large truck combinations were favored. At the same time, unfortunately through the influence of the high-mileage interstate operators, an excessive portion of the truck taxes were shifted to registration fees which particularly benefited the interstate operators and favored all high mileage operations at the expense of smaller operations. The interim committee following 1949 gave these features very careful study and held a series of hearings over the state with reference thereto. The 1951 Act corrected these features.

The registration fees were lowered in HB 665 and the mileage fees were revised and increased in HB 465. The latter bill was referred. In other words, the bill that reduced truck taxes was uncontested—the bill that increased truck taxes were held up by referral. The increment method of allocating highway costs, and the weight mile principle of distributing these costs in taxes are recognized by most highway engineering authori-

ties as the fairest yet devised for taxing highway use for all classes, from the big trucks on down to the light-weight passenger cars.

Engineers from other states have disagreed as to the amount of cost to be assessed against each group of users. Here in Oregon, however, the interim committees and the 1951 Legislature have approved the principles set out in HB 465. Since Oregon is the first state to propose the application of an appropriate increase in truck taxation as size and mileage increase, the plan has naturally given rise to vehement argument. On the one side are those who object to the possibility of higher costs. On the other are all whose interest is solely in the protection of the state highways and who recognize the basic fact that bigger and heavier vehicle units cause additional highway expense.

They insist that highways should be paid for in proportion to their use. HB 465 establishes appropriate tax rates for truck use of highways that increases as the weight of the truck increases, and are collected in direct proportion to the miles traveled on the highway.

(To Be Continued)

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PUBLIC NOTICE

The JACKSON COUNTY FAIR

has received over \$90,000*
in tax money from pari-
mutuel racing.

IF THIS PARI-MUTUEL MONEY IS
WITHDRAWN, WE MUST EITHER:

- 1---Abandon the County Fair
- 2---Pay the costs from in-property taxes.

TO SAVE THE FAIR, VOTE
TO RETAIN STATE CON-
TROLLED PARI-MUTUEL
RACING.

BE FAIR TO THE FAIRS

VOTE 327 X NO

*Including anticipated 1952 revenues.



TAXPAYERS' COMMITTEE TO RETAIN PARI-MUTUEL REVENUES

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