

League of Oregon Cities To Endorse Truck Tax Bill

Portland—The executive committee of the League of Oregon cities has endorsed the weight-mile truck tax bill, League president William A. Bowes announced here this week. League officers at the same time expressed their opposition to a proposed constitutional amendment which, if adopted, would eliminate the weight-mile basis of taxing trucks in Oregon.

Bowes urged an affirmative vote on ballot title 318 and a negative vote on number 331. He declared that the state would lose approximately \$2 million additional revenues annually if the referendum bill did not carry and that highway financing in the state would be jeopardized unless the proposed constitutional amendment was defeated. In a statement to the officials of League member cities, Commissioner Bowes declared "the officers of the League have taken action on these two ballot measures as a means of supporting legislative action in this field."

"The opponents of House Bill No. 465 have referred this measure in hopes the voters will repudiate the Legislature's plan for distribution of highway costs in Oregon among the various classes of users despite the fact that the plan adopted by the 1951 Oregon Legislature culminated six years of study by interim committees. The sponsors of the referendum have also sponsored a constitutional amendment which would destroy the basic pattern of highway revenues that has been used to finance Oregon highway since 1933," he averred.

"The constitutional amendment would immediately reduce the taxes of one class of users despite the fact that the cost apportioned to this class is generally recognized as consistent with their highway use. In effect it would limit future tax measures in this field to a two structure system of registration and fuel tax and would eliminate the third tax structure under which the trucks and other commercial vehicles have long been taxed in Oregon," the Commissioner declared.

"The League has consistently refused to interfere in the determination of state policy and, consequently, has not aligned itself with either faction of the truck tax issue during the past three sessions of the legislature. However, League representatives have followed the



deliberations of both regular and interim committees investigating this problem because certain city rights and regulations were also under scrutiny and since cities receive a share of the highway revenues for street maintenance and reconstruction. It is the feeling of the executive committee that every class of road user has had a fair hearing in the consideration of legislative action on this subject and that the present efforts of one group to upset the equitable solutions made by the legislature and to withdraw taxing discretion from the legislative body is basically unsound," he added.

Various city officials urged action by the League executive committee and resolutions supporting the Legislature's program and opposing any restriction on legislative authority in this field have been forwarded to the League office by various city councils.

Traffic Safety Division

"Make a left turn right" may sound like conflicting advice, but the state traffic safety division says it only sound that way.

The division, it seems, is worried about the number of accidents left-turn maneuvers are producing again this year in the state. Last year, 11,877 accidents, 19 of them fatal,

occurred while a car was turning left.

The division maintains that all these bent fenders and lost lives are needless, and says two-car mishaps resulting from these movements almost always involve errors on the part of both drivers.

Here's how the division says you can make a left turn right:

First, get in the proper lane and signal well in advance. Then, wait for oncoming traffic which would be on your right as you make the turn. Trying to beat-out an oncoming vehicle causes many of these

smash-ups.

If you are following a car signaling a left turn, the division says you can stay out of an accident simply by keeping your distance, and even if the driver ahead signals for a right turn, don't pass him—he may change his mind and turn left.

In other words, never trust another, and you'll stand a better chance of avoiding a mishap.

September traffic smash-ups killed at least 39 people in Oregon according to early counts, Secretary of State Earl T. Newberry reported Friday.

Delays in receiving reports of fatal accidents make it impossible to release the exact number of traffic dead, he said, and added the toll probably will be considerably higher when the count is complete. Last year, September saw 51 traf-

fic fatalities, a figure that topped all other months of 1951.

Even with the preliminary count of 39, the state department head said the nine-month toll this year no wistands at 315. State safety officials say there now seems little chance that the death toll can be kept below 400 this year.

Newberry warned that the next few months are dangerous driving months due to inclement weather, and said that December may be the month that will tell the Oregon

traffic death story this year.

December records show it to be the highest accident-producing month of the year, and thus potentially the greatest traffic-killing month. Second highest accident-producing month is November.



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Paid Adv. by the Ellsworth for Congress Committee, L. E. McClintock, Treasurer, Medical Arts Bldg., Roseburg, Oregon.

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for a **FAIR MILK LAW**

The MILK PRODUCTION AND MARKETING ACT on your November ballot will give the people of Oregon a FAIR milk law—fair to consumers and producers alike. It will do away with state enforced milk prices, by which the present unjustified middleman's margin is protected by law. It will permit the lower pricing of cash-and-carry milk, relieving store customers from paying the higher costs of home delivery whether they use it or not. It will protect fair farm prices.

Don't be deceived by these
LIES about the new milk bill

A reckless, unscrupulous minority of selfish interests is telling barefaced lies about milk. These interests are preying upon the fears of Oregon mothers for the health of their children.

Behind a misleading front of baby pictures they make a false emotional appeal. They hope this will keep you from forming judgments based upon the truth. We herewith quote some of these lies and accompany them with verified facts.

The lies are quoted directly from campaign literature of the minority group of milk interests leading the fight against the new milk bill.

LIE No. 1 "Baby's sanitary milk supply endangered."

This is a downright falsehood, as shown by the following statement by Dr. Thomas Meador, Portland city health officer: "Sanitary regulations for milk are set up by the state department of agriculture. Repeal of the present milk control law in favor of the proposed new law backed by the Affiliated Milk Committees of Oregon would have no effect whatsoever on the sanitary requirements set up by the state law. In addition to the state regulations on purity of milk, Portland has its own milk code, the operation of which would be affected in no way by repeal of the milk control law."

LIE No. 2 "The new substitute milk control initiative . . . could disrupt your steady milk supply" and "put Oregon's many small dairymen and distributors out of business."

Lie No. 2 is a complete reversal of the actual facts. While our population has increased by almost 60%, our dairy farms have decreased by 19%, the number of dairy cows is down 23% and our milk production has decreased nearly 8%. Here are the figures from "Agricultural Statistics" issued by United States Bureau of Agricultural Economics:

NUMBER OF FARMS
IN OREGON

	All Farms	Dairy Farms
1930.....	51,958	8,150
1950.....	59,827	6,618

While the total of all farms increased 15% the number of dairy farms decreased 19%.

NUMBER OF DAIRY COWS
IN OREGON

1934.....	263,000
1951.....	202,000

This is a decrease of 23% since 1934.

MILK PRODUCED IN OREGON
(in pounds)

1934.....	1,323,000,000
1951.....	1,208,000,000

This is a decrease of over 7 1/2% since 1934.

POPULATION IN OREGON
(Oregon Blue Book)

1930.....	953,786
1950.....	1,521,341

During the decline of the dairy industry in Oregon the population increased 59 1/2% over almost the same period.

How has Oregon made up this deficiency in its milk supply? The answer is largely in the fact that Portland gets the greater part of its milk from the neighboring State of Washington, which has no state controls that limit milk production.

The Oregon Producer-Distributors Association, composed of small dairymen who produce and distribute their own milk, has announced its support of the new milk bill with these words:

"Under Oregon milk control (in effect since 1934) the number of producer-distributors has shrunk from 600 to less than 100. Unless we organize we will find ourselves out of business."

In the face of these facts the noisy opponents of the new milk bill are claiming to be the friends of the small dairymen.

DON'T LET THESE LIES FOOL YOU. VOTE 332 X YES.

AFFILIATED MILK COMMITTEES OF OREGON

Pd. adv.—Affiliated Milk Campaign Committees of Ore. Mrs. Irene Taylor, 426 Park Bldg., Portland, Ore.