

STATE CAPITAL NEWS

- Office Building
- Federal Grant
- More Tourists

By A. L. LINDBECK

SALEM.—The state's proposal to acquire an office building in Portland may be blocked by the constitutional objection. In a later case

The legislature which authorized the board of control to acquire a building in Portland for the use of state departments maintaining offices in that city outlined three methods for financing the program: a loan from the funds of the Industrial accident commission; sale of certificates of indebtedness; payment for the building on the installment plan. Governor Martin has turned thumbs down on the proposed use of accident commission funds. That leaves the certificates of indebtedness and the installment plan both of which are regarded as evasions of the constitutional debt inhibition by many legal authorities. In this contention the legal experts appear to have the support of a number of supreme court opinions.

In the suit revolving around the financing of the state office building in Salem a majority of the court which later became a minority held that the provision for retirement of the debt through rentals to be collected from departments housed in the building did not remove the constitutional objection. In a later case revolving around a proposal to finance a new court house for Deschutes county through a long time lease the court held such a scheme to be unconstitutional.

Proponents of the Portland building, however, do not agree with this contention. They argue that the debt in this instance would rest on the building and not on the state. If a contract can be so drafted as to exempt the state from any obligation either legal or moral, they contend, the constitutional inhibition will have been successfully circumvented. In that case, it is pointed out, some future legislature might decide to vacate the building, leaving the owner holding the sack.

Approximately 30 proposals covering the Portland building are now on file with the board. Most of these offer sites for sale but several offer old building suitable for office purposes.

Governor Martin headed an official party on a tour of inspection of the Wolf Creek and Wilson river highways last week. The party which included members of the highway commission, highway engineers and officials of the Works Progress administration motored to the end of construction on the Wolf creek route, approximately 50 miles west of Portland, stopping enroute at the two WPA camps and taking "pot luck" lunch with the workmen at the Bear creek camp. Approximately 500 WPA laborers are working in two shifts on the Wolf creek road which highway officials expect to have open to traffic by November, 1938. Approximately seven miles of grading and two small bridges remain to be completed on this route in addition to the surfacing. Opening of the Wilson River route is not expected until late in 1939 although more than 800 WPA laborers are being employed on this project.

Speed is necessary if Oregon is to take advantage of the \$450,000 federal grant for the new library and office building, Rolph Moody told the Capitol Reconstruction commission upon his return from Washington, D. C., this week. Spurred on by this warning the commission has already set the machinery in motion for the new projects. Trowbridge & Livingstone, New York architects who designed the capitol building, have been asked to associate themselves with Whitehouse & Church, Portland architects, in drafting the plans for the new state buildings. Decision as to whether separate library and office structures will be erected or the program confined to a single building designed to meet both needs, will await a consultation with the architects. It is expected now that plans for the new build-

ing or buildings will be completed by November 1 and that actual construction work will get under way by December 1 with completion of the project to take approximately 12 months.

Prospect of federal aid for the proposed new state tuberculosis hospital to be located in Multnomah county received a severe set-back this week with announcement by the Public Works Administration that no new building projects would be considered. At a meeting in Salem last week the state board of control agreed to sponsor an application to the PWA for a grant of \$90,000 to supplement the state appropriation of \$110,000 in financing the new project. The PWA announcement came later in the week. Sponsors of the hospital, authorized by vote of the people in 1934, will press the claim for state aid in spite of this announcement in the hope that some loophole may be found through which to qualify this project.

The 1938 gubernatorial campaign got off to an early start this week when J. W. Morton, Hood River republican, filed his declaration of intention to seek the office with Secretary of State Snell. Morton's platform calls for an old age pension of at least \$50 a month for all needy persons 60 years of age and over with home property exemptions; sound money and a balanced budget; preservation of the salmon industry and stream purification.

Tourist travel in Oregon this year to date shows an increase of 25 percent over that of last year, according to nonresident registration figures compiled by Secretary of State Snell. More than 53,000 out-of-state cars registered in Oregon the first six months of this year compared to 43,000 for the comparative period of 1936. Approximately 50 percent of the motoring visitors came from California, with Washington contributing 18 percent of the total. More than 1500 Canadian cars are included in the list.

The "committee of nine" stockmen appointed by the board of control to consider blocking of state school lands filed its report this week. Two major recommendations are contained therein. One calls for the blocking of lands around private holdings and in a size to suit the needs of the private owner. The other recommendation is that these lands then be leased to the private owner for a term of ten years at an annual rental or from two to three cents an acre depending on the location. The board has taken no action on the recommendation by State Treasurer Holman who fathered the blocking proposal is known to be anything but satisfied. The recommendations, in the opinion of Holman, are entirely in the interest of the stockmen and fail to take into account the interests of the school children for whose education the lands were given to the state by the federal government.

Complete vindication of his stand with respect to the organization of state employees is found by Governor Martin in the identical stand taken by President Roosevelt this week with respect to the proposal to unionize federal employees. Governor Martin who admitted the right of state employees to organize but warned them that the state could not recognize their right to collective bargaining in the matter of hours and wages, points out that he beat the president to his statement by more than two weeks.

Oregon residents paid out a total of \$37,629,693 in premiums on life insurance during 1936 and their beneficiaries collected a total of \$19,408,292 in claims paid according to the annual report of Hugh H. Earle, state insurance commissioner.

Bids on the construction of a new 50-bed unit at the eastern Oregon tuberculosis hospital at The Dalles will be opened by the board of control on July 22. An appropriation for the new building was made by the last legislature.

NIGHT FALLS—DEATH RISES

Only one-third of all traffic travels at night, but two-thirds of all fatal motor vehicle accidents occur then, says the Oregon State Motor association.

Oregon Traffic Deaths

A series of weekly articles on the problem of Highway Safety by Earl Snell, Secretary of State.

Oregon's record for traffic accidents and deaths for the first five months of this year is truly alarming. Despite the work being done over the state by various organizations and agencies, the record grows steadily worse, the trail of death longer and bloodier. It becomes more and more apparent that today's traffic problem is not being met in our state, and that the problem of an aroused public opinion that will remove this menace still confronts us.

Deaths in this five months period increased from 103 in 1936 to 116 this year; injuries from 2285 to 2394, and accidents reported from 11,056 to 13,981.

It is unthinkable that the people of Oregon will allow this toll of life and property to continue unabated—in fact, to grow worse year after year. Practically all motor vehicle accidents are definitely avoidable. Nearly every death, every injury can be traced directly to a careless act on the part of a pedestrian or a driver of a motor vehicle. No one willingly contributes to disaster, but it would seem that a proper state of mind on the part of the public would have long since been created by the seriousness of the situation.

Education and enforcement must go hand in hand to meet this problem. Give it your serious thought, obey the laws that are passed for your protection, and help eliminate Oregon's traffic deaths.

Homemaker Vacation Camps Planned Again

An inexpensive, but entirely restful and refreshing vacation is being made possible again this year for some 600 Oregon homemakers in 21 counties who are signing up to attend the 12 vacation camps sponsored by the Oregon Extension service. This will be the sixth year that such camps have been held in Oregon.

The camps run from four to six days, and the cost per day is kept to the minimum that will make them self-supporting, and part of this may be paid with farm produce that can be used in camp. Any woman over 18 years of age is welcomed at the camps, but it is essential that those planning to attend should sign up promptly with their county agent or home demonstration agent, so that plans can be completed, according to Mrs. Azalea Sager, state leader of home economics extension, who is in charge of the camps.

Scenic sites as convenient as possible for the women planning to attend are chosen for the vacation camps. Those to be used this year include forest camps, private camps and those belonging to Campfire Girls and other organizations. When possible a woody spot has been chosen near a lake or stream to provide swimming, boating, hiking and nature study. Accommodations vary from tents and tables under the trees to shelters and kitchens in forest camps and cabins and recreation halls in others. Complete information about any particular camp can be had from the home demonstration agent or county agent or from Mrs. Sager at Corvallis.

Homemakers attending the camps have no dishes to wash, no meals to prepare—no work at all, in fact, except to make up their own cots. Each camp is staffed with a director, assistant director, cook and helpers, registered nurses, life guards, librarians and chore boys. In the crafts work, which is taught at the camps for those interested, emphasis is to be placed this year on use of natural resources, according to Miss Izola Jensen, extension specialist in community social organization, who is in charge of that phase of the program.

Counties having camps this year, with dates, are as follows: Clackamas, July 14 to 18; Crook, Deschutes, Polk, Yamhill, Marion, Benton and Linn, July 25 to 29; Klamath and Jackson, July 26 to 31; Coos and Douglas, July 21 to 25; Josephine, July 18-22; Lane, August 3 to 9; Umatilla, August 4 to 8; Multnomah,

August 10 to 13; Columbia, August 12 to 15; Baker, July 28 to August 1; Wasco and Hood River, August 4 to 8; Malheur, August 11 to 15, all dates inclusive.

CONTROL BRINGS SAFETY

Motorvehicle control in commercial fleets and in license law states is showing remarkable results in accident prevention, finds the Oregon State Motor association. Commercial vehicles show 1936 accident fatality decreasing up to 52 per cent while private passenger cars upped 51 per cent. The 12 standard license law states lessened their toll 27 per cent while the states with less restriction hiked up 11 per cent.

CAREFUL DRIVING NEEDED

Automobiles struck trains through some carelessness or error of the man behind the wheel in 58 per cent of all night crossing crash casualties, Oregon Motor association statistics show.

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