

# STATE CAPITAL NEWS

- State Buildings
- Employment
- Safety Jubilee

By A. L. LINDBECK

SALEM—One building of the state capitol group was completed and another formally started this week.

The \$2,500,000 modernistic capitol was accepted for the state from the contractors by the capitol reconstruction commission after a thorough inspection. The building will be open for public inspection on the afternoon of July 2 and all day July 3. State departments are expected to move into the new structure shortly after July 1. Formal dedication has been postponed until the opening day of the 1939 legislature.

Shortly before the commission started on its inspection tour, Governor Martin laid the cornerstone for the new \$1,000,000 state library now under construction. The structure, across the street from the new capitol, will be completed January 1.

At the cornerstone ceremony the governor told the crowd of about 100 to "move in closer. I want you to hear this speech. I won't be making them much longer." He then praised the state's progressiveness in library planning and building during the past 50 years.

Hardly had his words faded away than the official inspection of the new capitol started. Francis Keally, New York architect, who designed the building, ushered the reconstruction commission from the dome to the basement.

The building is completely bare of furniture with the exception of the house and senate chambers. The two big assembly rooms are now completed and equipped with oak desks for each member, as well as theatre-style seats in the spectators' balconies. The seats for the senators and representatives have not yet arrived. Furniture from the present offices will be used until next fall when the new furnishings arrive.

The contract for completion of the structure is not complete despite the acceptance. There are still two stone statue groups to be installed in front of the building flanking the broad steps and a gigantic statue of an early pioneer to surmount the tower on top of the building. Mural work, painting and other details will be finished later.

With 31 jurors impaneled for the July session of circuit court here, action is expected soon in the state's condemnation proceedings against three property owners who have refused to relinquish their property north of the new capitol building for the appraised value set by the state capitol reconstruction commission.

Owners of the old Elks Temple in Portland this week offered the building to the state as a state office building for \$690,000. The owners said they would donate a 50 by 100 foot lot for parking space and remodel the building to suit the needs of the state. No action was taken by the board of control, as Earl Snell, a member, was absent.

Drunken driving was responsible for the revocation of 64 operators' permits during May. There were 94 licenses revoked during the month, Secretary of State Earl Snell announced.

Employment in Oregon during the past few months has been on the upswing, two state officials reported this week.

Guy V. Lintner, director of the Oregon State Employment service, said the number employed during June would show an increase over previous months of 1938. He credited the upswing in jobs to resumed sawmill operations in Marshfield and Klamath Falls, the pea harvest in Pendleton, and seasonal work in other parts of the state.

J. C. Joy, chairman of the state industrial accident commission, reported that the number of men working in May in Oregon industries under the workmen's compensation law had increased since February. The total April payroll was larger than the payroll during the same period last year. However, the number employed is below the number

of last October when the high mark since 1929 was reached.

Gasoline sales in Oregon during May, totaling 20,582,615 gallons, were the second highest for the month in the state's history, according to Secretary of State Earl Snell. The figure was one per cent below the record set last year. During the first four months of the year motorists paid more than \$4,000,000 in taxes, with \$1,029,130.77 being collected in May.

Governor Martin this week asked the people of Oregon to cooperate with the National Safety Council Silver Jubilee, program in keeping Fourth of July accidents to a minimum: "I particularly urge all citizens not to mar the holiday by death or injury due to careless driving, unwise use of fireworks, and careless hiking or swimming," the governor said.

State Forester Ferguson believes Oregon forestry and protection has progressed 20 years since inauguration of CCC camps five years ago. He said the enrollees spent 135,000 man days in fighting fires last year. There are now 2400 CCC youths in Oregon.

Only seven of the 86 cases appealed from the Oregon state supreme court to the United States supreme court in a period of 86 years have been reversed, Arthur S. Benson, clerk of the Oregon court announced this week. The other 79 cases were either affirmed or dismissed.

State Budget Director Wharton this week mailed instructions and forms for the 1939-40 biennial budget to all state department and institution heads. He requested that all budget estimates be in his office by September 1.

The state supreme court announced that the hearing on the insanity proceedings filed against Earl H. Fehl, former Jackson county judge, has been set for July 7. Fehl, who served four years in the state penitentiary for ballot thefts, is now a patient at the Oregon state hospital here.

## Fruit Crops Look Best in Far West, OSC Outlook Says

Prospects for major fruit crops are better in the far west than in any other part of the country, with export prospects better than usual, according to the current agricultural situation and outlook report just issued by the extension agricultural economist's office at Oregon State college. Loss of most of the early and much of the late fruits in Europe because of unseasonable cold weather has materially strengthened the export prospects for the 1938 American fruit crop.

Average domestic supplies of fruit are in prospect for the nation as a whole, but production will be unevenly distributed. A large pear crop is in prospect on the Pacific coast, where the output is expected to exceed the 10-year average by about 30 percent. A record crop of dried prunes is in prospect for California, but in Oregon and Washington conditions were not so favorable at last reports.

With the Oregon farm price index down two points to 62 per cent of the 1926-1930 average, the report shows that potatoes, apples, butterfat, wool, eggs, dried prunes and wheat are in the worst relative price position, in that order. The price index as of mid-May declined two points from the month previous and was 31 points below the peak of April, 1937.

Overflowing granaries of American wheat are still indicated by every advance estimate. The latest forecast on winter wheat is for 760 million bushels, which is 214 million bushels more than the 10-year average of 1927 to 1936. In addition, spring wheat conditions on June 1 indicated a crop in excess of 260 million bushels. Thus the total wheat crop in the United States will probably be in excess of a billion bushels, or a surplus production over domestic needs of around 300 million bushels, without counting at least that much carry-over.

The complete report may be obtained at county extension offices.

G. T. Want Ads bring results.

## "Caterpillar" Price Drop Expected to Aid Sales, Employment

Making its most important and boldest forward step since its introduction of diesel-powered tractors in 1931, Caterpillar Tractor Co. announced on June 20, 1938, liberal price reductions in its line of track-type tractors and diesel engines.

This, according to V. R. Runnion of the Braden-Bell Tractor & Equipment company, which handles the sales of "Caterpillar" machines in this locality, is the best news that has come to power users in recent years. The reductions in the tractor line affect all sizes except the "Twenty-Two," the price of which had already been reduced \$200 several weeks earlier. The acclaim with which that announcement was received encouraged the company to make similar reductions in the prices of other of its products, the reductions ranging from \$150 to \$650 on the several sizes of tractors and from \$175 to \$750 on the diesel engine line, affecting six of the eight current sizes of "Caterpillar" diesel engines.

Since the formation of the Caterpillar Tractor company in 1925, Mr. Runnion explains, it has adhered to the policy of building ever better products at ever lower prices. Prior to the introduction of diesel engines and diesel-powered tractors in 1931, repeated downward revisions of prices had been made, passing on to users the benefits of increased sales and the consequent economies of larger-scale production. With the introduction of the diesel, the company entered into a program of engineering and production development, revision of manufacturing facilities and erection of new buildings that involved the expenditure of millions of dollars. Completion of the "dieselization" program opened the way for again passing on to users the benefits of lower prices. In addition, the company reduced its profit margins in order that the strongest possible bid might be made for increased business, with price reductions that would extend the advantages of diesel power to a greatly increased number of users.

The reduction in prices, placing "Caterpillar" products well below those of other track-type tractors and diesel engines of comparable size, are a step to further increase "Caterpillar's" leadership in these fields. The move has been greeted with equal enthusiasm by dealers, who see in it an incentive to more buying activity, and by employees, who welcome the assurance that more sales volume means more employment.

## Roadside Beauty Needs Guarding

Oregon's world-famed highway system that brings the traveller in from the east, spreading out to California by way of The Dalles, into the Ochoco, John Day and other valleys, and over mountain and plain to the west coast, must be guarded vigilantly by citizens of this part of Oregon to insure its permanent scenic beauty, and steps should be taken at once to preserve timber strips along its route, and to take over and improve burned- and cut-over sections, it is pointed out in a report of the state planning board, "Preservation of Oregon Roadside Timber."

The report, which presents facts and figures for all highways of the state, shows that of a grand total of 384 miles of heavy travel highways in the Eastern Oregon system, 136.6 is through majestic merchantable timber, 86.4 miles is bordered by non-merchantable timber, 112 miles is sided by second growth, cut-over and burned areas, and 49.1 miles are in non-forest regions.

To insure preservation of a substantial strip of permanent natural forest cover along the heavy traveled eastern Oregon highways would require a combined investment on the part of the national forest and state lands of \$687,250 of which the state should contribute \$531,130, and the national forest \$156,120. Because of the great scenic value of this route, the sums would be an investment of outstanding value to the state, the report points out.

The heavy traveled roads in the

eastern Oregon system included in the survey are The Dalles-California, Ochoco, John Day, Heppner-Spray, Pendleton-John Day, John Day-Burns, Oregon Trail, Weston-Elgin, Flora, Minam, Baker, Fremont, and Klamath Falls-Lakeview.

The report, which is the work of the planning board's committee on roadside preservation, aided by a special WPA project points out the grave and immediate dangers to timber borders due to truck logging, need of liquidation by owners, and other factors and urges that agencies, organizations and citizens unite to make permanent the present uncut areas, and to improve those already cut-over or burned.

## Snell Advises Caution In Fourth Driving

Next Sunday all America will take to the highways as the national holiday, lengthened this year because it falls on a week-end, is ushered in.

Last year five Oregonians lost their lives in highway accidents over the Fourth of July, according to Secretary of State Earl Snell, who urges motorists and pedestrians alike to celebrate the Fourth with safety first.

"Nationally, the Fourth of July accident toll runs high into the hundreds every year, and traffic accidents are responsible for a majority of the victims," Snell declared. "Oregon has made an outstanding safety record so far this year, and it would be fitting if this state would celebrate Independence Day by keeping its slate free from highway fatalities."

Snell particularly urged that motorists refrain from planning trips which cannot be made comfortably during the holiday period, and that they give their automobiles a thorough checking over before starting. He also advised motorists to drive at moderate speeds and to make a special effort to be courteous, since traffic will be unusually heavy.

"Remember to drive slowly past resorts and other crowded spots, and to control your speed on unfamiliar stretches of road," Snell said. "We can prevent the usual number of fatalities if we will make a conscious effort to give the 'other fellow' every possible advantage."

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