

## Heppner Gazette Times

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Official Paper for Morrow County

## STATE CAPITAL NEWS

- Carkin Rumor
- Car Inspection
- Board's Exit

By A. L. LINDBECK

Salem—Concensus of opinion among capitol observers is that there will be no change in the personnel of the state tax commission, for the time being at least. John Carkin, who was supplanted on the commission by Wallace S. Wharton, in an eleventh hour coup by Governor Martin and State Treasurer Holman, will probably be "taken care of" in some other department if capitol rumors are to be credited.

Just what berth has been picked out for Carkin is a matter of speculation. There is some talk to the effect that he might be named corporation commissioner if Governor Sprague should decide to make a change there which he is understood to be reluctant to do inasmuch as the incumbent, James Hazlett, although a Democrat, was an active Sprague supporter in the recent campaign. Carkin's name has also been linked with the post of utilities commissioner now held by N. G. Wallace, another Sprague Democrat. While Sprague is said to have no desire to oust Wallace the health of the utilities commissioner may compel his retirement from office in which event an opening would be made for some deserving republican.

While republican members of the Board of Control are known to resent the "sharp practice" resorted to by Martin and Holman in "packing" the tax commission with a Democratic appointee just before the new administration took over, it is said that they hesitate to remove either Wharton or Chas. V. Galloway at this time in order to make a place for Carkin lest they lay themselves open to the same criticism that has been directed at Martin and Holman for ousting Carkin to make a place for Wharton.

The State Board of Control at a meeting this week, the first since the legislature adjourned, decided to adhere to the policy of awarding contracts for supplies and equipment for state departments and institutions. This policy was adopted by the previous board after it had burned its fingers a few times by attempting to pass judgment on the merits of the various offerings presented by aggressive salesmen.

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building was dedicated Monday night in a ceremony arranged in connection with the annual conference of Oregon librarians. Governor Sprague presided at the dedication ceremony at which the principal address was delivered by Dr. Evelyn Steel Little, librarian of Mills college, Oakland, Calif. A paper on "The Beginnings of State Library Service in Oregon," prepared by Mrs. Cornelia Marvin Pierce, first state librarian, was read by Miss Mirpah G. Blair, assistant state librarian.

Three new livestock barns to house exhibits in the junior division are now under construction at the state fair grounds, according to Leo Spitzbart, manager of the fair. It is also planned to install 600 additional seats in the stadium before next fair time, Spitzbart said.

Plans are already being formulated by the Board of Control for construction of the new dormitory at the state prison annex for which the recent legislature appropriated \$50,000. The new building will be used to house first offenders, preferably short termers, who will be employed in work on the prison farm.

Oregon motorists will not be required to submit their cars and trucks to a periodical inspection after all. Governor Sprague has vetoed the bill establishing this additional regulation. His reasons for disapproving the measure were two-fold. In the first place, he said, the motorists of Oregon are not yet ready to submit willingly to compulsory examination of their cars. A campaign of education should precede any attempt to enforce such a requirement. In the second place authority for enforcement of the act was misplaced in the highway department. In the governor's opinion

law enforcement functions should be entrusted to the police department. The highway department should confine its efforts to highway construction and maintenance. The vetoed bill would have required every motorist in the state to submit his car or truck for inspection at least once and not more than twice a

year at a cost of 50 cents per inspection. Offered as a traffic safety measure it was designed to rid the highways of "wrecks" and "jalopies" that operate with defective brakes and headlights to the menace of other highway users.

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