

STATE CAPITAL NEWS

- Millions for Roads
- Governor Resting
- Guard Uncertainty

By A. L. LINDBECK

Salem.—Oregon has spent a grand total of \$281,879,722 on its state highway system since it inaugurated a good roads program in 1917 with a \$6,000,000 bond issue. Of this huge sum \$215,596,890 has been raised through state sources, principally the gasoline tax and motor vehicle license fees; \$49,503,255 was contributed by the federal government; \$15,995,713 came from the various counties; and \$783,864 came from miscellaneous sources, including railroads for construction of grade separations.

In this connection it is interesting to note that Oregon spent more state money on its highway system in 1939 than it spent on all other state functions, not including higher education. Expenditure of state monies on highways last year amounted to \$11,154,493 whereas only \$10,606,025 was spent on all other state functions, not including higher education. These functions included the operation of all state institutions as well as all state departments, boards and commissions. In the same year \$5,625,000 was spent on higher education or less than half the amount spent on state highways.

Since 1920 when only \$2,211,400 was spent on state highway expenditures of state highway funds have increased five-fold whereas expenses of all other state functions, including higher education, have not quite doubled in the same period.

A report that Earl Fehl, former county judge of Jackson county, had been issued a permit to drive an automobile while an inmate of the state hospital brought instant denial from Secretary of State Snell. Records of the department show, Snell explained, that Fehl applied in person at the Portland branch of the state department for an operator's license and was granted a renewal of his permit as a matter of routine. Last May when informed that Fehl had been committed to the state hospital he immediately cancelled the permit Snell said.

State Treasurer Pearson found it necessary to borrow another \$300,000 on August 1 to keep the relief fund on a cash basis. This money which is borrowed on state liquor certificates, is used to supplement profits from the state's liquor monopoly which have been found inadequate to meet relief needs.

Worn out by the additional demands upon his time by the Salem Centennial Governor Sprague is hibernating this week "somewhere along the Metolius river." Accompanied by Mrs. Sprague the governor left Monday morning for an unannounced destination in order that he might enjoy a complete rest without interruption by the worries of public office.

In addition to his official duties the governor participated in the centennial pageant each night, leading the grand march in the inaugural ball. He also participated in the forum discussions during three afternoons of the centennial celebration and Saturday night following the pageant entertained at a ball in the dance pavilion at the state fair grounds.

Saturday noon Governor and Mrs. Sprague entertained former governors and their wives and widows of former governors at a luncheon at their home. Attending this function were Mrs. T. T. Geer of Portland, widow of former Governor Geer who served the state from 1899 to 1903; Mr. and Mrs. Oswald West, Portland (1911-15); Ben W. Olcott, Portland (1919-23); Mr. and Mrs. A. W. Norblad, Astoria (1929-31); Major General and Mrs. Charles H. Martin, Portland (1935-39).

Much uncertainty still existed as to mobilization of the national guard for a year of intensive training as the Oregon troops left their home stations Sunday for the annual summer maneuvers at Camp Murray,

Washington. Best guess in informed circles is, however, that if Congress passes the mobilization bill, the guard which will return from camp on August 25 will leave again for the more extended training about mid-September.

Most young people who are unemployed can trace their condition to "lack of emotional adjustment" rather than any lack of ability, according to Mrs. Eugene Schmitz, who has just been added to the staff of the state department of vocational education as job-placement instructor. It will be the function of Mrs. Schmitz to instruct the young men now being trained in the basic skills essential to national defense, in the technique of job-placement. She will conduct classes in Salem, Eugene, Portland, Pendleton and other centers in which this training is not being carried out.

What is probably Oregon's most ancient automobile came to light this week when Secretary of State Snell received a request from G. T. Bachman of Portland for the transfer of title to a 1898 Sears automobile to his wife, Margaret Bachman. The car is of such ancient make that there is no record of its ever having been licensed by the state's motor vehicle department.

Revenues of the public utilities commission have almost doubled in the past five years according to Commissioner Ormond R. Bean. Cash receipts of the motor transportation division alone for the month of July reached a new high mark of \$123,630, bringing the cumulative total for the first seven months of 1940 to \$726,411.

Universal fingerprinting is advocated by Jos. S. Murray, identification expert at the Oregon state prison. Fingerprinting, Murray pointed out, provides protection for the innocent as well as a snare for the guilty, and is the only means of absolute identification yet devised.

Locker Plants Seek Research Aid

The 225 cold storage locker plants in Oregon, and the estimated 280,000 persons that they serve, are vitally interested in having a research program carried on to learn better methods of storing meat in these lockers, three representatives of the Oregon Locker association informed the experiment station's committee of the state board of higher education recently.

The delegation, consisting of C. C. Condit of Forest Grove, L. M. Ramage of Salem, and E. C. Reiman of Corvallis, pointed out that the work of the federal government at Seattle and of the food industries department at Oregon State have produced adequate information on vegetable and fruit freezing, but that much remains to be learned about meat storage.

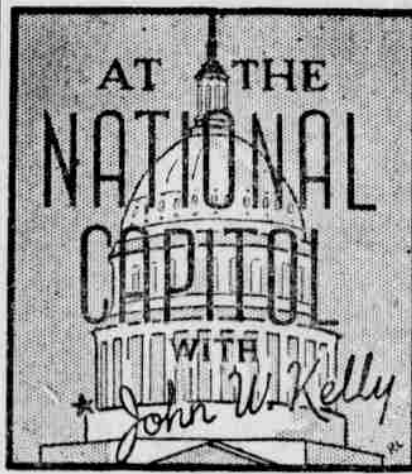
These men outlined a half dozen problems which they consider important for study, such as the development of off flavors in pork fat, regulation of temperature and humidity, elimination of bacteria and moulds, the relation of feeding to ultimate meat flavor, and control of dehydration in ground meat.

The growth of the locker business in Oregon and elsewhere is shown by the fact that there are now an estimated 70,000 individual lockers in use in this state, representing an investment of \$1,500,000, an operating budget of \$500,000 a year, and an annual payroll of \$75,000. Mac Hoke of Pendleton, chairman of the experiment station committee, said the Oregon livestock industry is vitally interested in the success of the locker plants as these have universally increased the consumption of meat to a marked extent.

The committee promised careful consideration of the request but urged that a way be found so that the locker industry could help finance such research.

ALUMINUM HEADS

Due to the reaction of aluminum to heat and cold, aluminum cylinder heads should always be tightened when cold, according to the Emergency Road Service of the Oregon State Motor association.



Washington, D. C., August 8.—One of the three places in the United States where army tanks will be assembled is Fort Lewis, near Olympia, Wash. Monterey, Calif., and some point on the Atlantic coast are the other two places. There will be 26 battalions of tanks (assorted sizes) and there are 36 tanks to a battalion. The 936 tanks have been ordered and officers are just discovering that they have a problem.

The tanks are 10 ton, 20 ton, and 50 ton, with 75 ton tanks in contemplation. The moving forts, for they are exactly that, will be shipped in parts to Olympia or Tacoma where, on government land, they will be assembled by mechanics. So far so good, but here is the hitch:

Smallest of the tanks, the 10-tonners, may be able to negotiate bridges, but there is not a bridge in the Pacific northwest, with exception of the railroad steel bridge in Portland, that can stand up under the 20-tonners to say nothing of the 50 ton tanks. The tanks can be shipped in parts to the assembling ground, but the army will find that the 20 ton and 50 ton tanks will never leave the immediate vicinity of Fort Lewis. The large tanks can negotiate fields, of course, but they can neither ford a river nor cross on any existing highway bridge. These 20 and 50 ton babies cannot be moved by train for they cannot clear a tunnel.

Logical solution is, of course, the construction of military roads and bridges which can sustain the weight and pounding of the tanks, even the 75 ton giant. Army officers have discussed this situation with Senator McNary, Oregon, Arizona's Hayden and young Senator Lodge of Massachusetts. They hope to sell the idea of military highways to President Roosevelt before he disposes of the \$200,000,000 which he has to use for any sort of national defense.

Public sentiment in the Pacific northwest, as reflected in the mail of senators and representatives, is far from unanimous on the proposal for compulsory military training. Two important groups are opposed to conscription, the farmers and labor, and they usually carry weight with congressmen either individually or collectively. Debate will be very bitter as a number of senators feel keenly on the subject, especially those who believe in volunteers rather than draft.

No one knows what the bill will provide when it is finally enacted (if it is enacted) for many changes have been made in committee and other amendments are pending. Among suggestions is that volunteers for the regular army be paid \$30 a month instead of the present \$21. Sailors start at \$21 and in a few months reach \$30 and some \$36, but soldiers remain at the \$21 level. It is contended, also, that soldiers are dissatisfied when they know that CCC enrollees are drawing \$30 a month.

There is a possibility that President Roosevelt will visit the northwest between now and the November election. Mr. Roosevelt states that he will not make any campaign tours but that he does intend inspecting personally the national defenses which, of course, is eminently proper for the head of the nation to do. If he desires to check up on defenses on the Pacific coast he can do so as well as his present inspection of forts and shipyards on the Atlantic coast and New England.

War preparations are benefiting sheepmen and there is a market for every pound of wool. Under the classification of "strategic minerals" wool is included. Because it is a

strategic "mineral" and there is not enough wool produced in the United States to meet domestic requirements, the national defense commission has arranged to purchase an immense quantity of wool to build up a stock pile, as is being done with tin and rubber.

Washington Scene: Representative Walter M. Pierce's speech on war and the selective draft resulted in requests from Missouri, Arkansas and Pennsylvania for 1,000 copies each. Incidentally, the rats are so numerous and hungry in Pierce's office that they are chewing documents and even broke the telephone connection by eating the insulation on the wires. . . . Joe Martin, chairman of the republican national committee, and other big shots will fly to Salem to participate in the notification ceremonies for Senator Charles L. McNary, the party nominee for vice president. To accommodate the crowd the state fair grounds will be used. . . . Administrator Paul J. Raver of Bonneville is in the national capital asking several million dollars more to construct transmission lines. Power from the Columbia river plant will be sent to the navy yard at Bremerton, Wash., where several destroyers are to be built. . . . Senator Holman will have two vacancies to fill at West Point. Any boy wishing to take the civil service examination October 5 may do so. Appointees will be selected from those receiving the highest grades.

SPARE THE BRAKES

Brakes last longer without relining if used with proper discretion, points out the Emergency Road Service department of the Oregon State Motor association. Effort should be made to anticipate each stop far enough in advance to permit slowing down on motor compression and using the brakes only for the final act of stopping. The driver who dashes to each stop and applies the brakes at the last moment not only makes passengers uncomfortable but also causes excessive wear on brake linings and tires.

Spark plugs that are coated with soft black soot usually indicate a too rich fuel mixture, according to the Emergency Road Service of the Oregon State Motor association.

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