

## STATE CAPITAL NEWS

- Coming Election
- Tire Example
- Road Bottlenecks

By A. L. LINDBECK

Salem—Interest in the approaching primary election campaign, temporarily shoved into the background by the war emergency was revived this week by the entry of Floyd K. Dover of Grants Pass into the race for the democratic nomination for congress from the new fourth Oregon district. Dover, incidentally, is the first of several "prominently mentioned" candidates to step out with a definite commitment of his political intentions. In his bid for Democratic support in the primary race the Grants Pass candidate pledges his support to legislation insuring the protection of America from enemy attack, more adequate pensions for the aged along the line of the Townsend plan and support of President Roosevelt's foreign policy.

Another candidate to step into the primary arena this week was Mrs. Joe Rogers, Sr., of Independence, a republican, who wants to represent Polk county in the hall of representatives.

First effect of the tire rationing program is felt in the falling off in applications for automobile license plates. Instead of an increase over the 1941 demand as would be experienced in normal times Secretary of State Snell reports that applications for 1942 plates to date are substantially below the record for 1941.

High wages being paid to workmen in the shipyards and other defense industries are being reflected in a shortage of wood cutters. Only one bid was submitted in response to an invitation sent out by the state for offers to supply fuel wood to state institutions and that was for a price substantially higher than prevailed a year ago. As a result of this

shortage in the fuel wood supply the state board of control plans to equip state institutions now dependent on wood with oil burners.

Governor Sprague this week gave his endorsement to the Victory Book campaign which is designed to supply millions of good books to Uncle Sam's fighting men. Miss Eleanor Stephens, state librarian, who is directing the campaign in Oregon urges every citizen to make a contribution of at least one good book. Up-to-date technical books, as well as books on travel, biography, history and fiction are all acceptable. Contributions may be left with local libraries, the Red Cross or the United Service organizations. Starting last Monday, January 12, the drive will continue for several weeks, Miss Stephens said.

Budget Director David Eccles was subjected to a lot of good natured ribbing around the capitol last week. Setting an example in automobile and tire conservation for other state officials and employees Eccles rode to work one morning on a new bicycle. Then the silver thaw hit Salem. The streets were coated with ice making motoring hazardous and bicycling impossible, especially to one living at the top of Salem's highest hill as does Eccles. So the budget master parked his bike in the capital lobby and took a taxi to his home. The storm continued for several days and Eccles' two-wheeler remained parked. In the meantime some practical joker had attached a "For Sale" sign to the bike but Eccles insists he expects to use it as transportation between home and office for the duration.

The battleship "Oregon," that old bull dog of the American navy back in Spanish-American war days will not be needed in the war against the Axis, according to Secretary of the Navy Frank Knox who this week telegraphed Governor Sprague rejecting his offer to turn the craft, now reposing in Portland harbor, over to the government if the navy could make use of it.

Decision of the state highway commission to confine new road construction during the war emergency to army-approved projects does not

mean that there will be no new construction attempted this year, according to R. H. Baldock, highway engineer.

There are a number of highway bottlenecks on primary roads in this state that might well come in for army approval as vital to the expeditious movement of men and materials, Baldock points out. For instance there is the relocation of the Pacific highway between Eugene and Springfield, a project estimated to cost approximately \$500,000. While the department has had plans prepared for this job for some time the improvement has been postponed because of the cost involved. Then there is the proposed relocation of the upper Columbia river highway at water grade, a project estimated to cost \$1,500,000. This highway, recognized as one of the most scenic in the state also constitutes a serious bottleneck so far as fast truck traffic is concerned. Another section of highway which Baldock admits might also receive army approval is that between Roseburg and Grants Pass where a series of sharp curves and heavy grades seriously handicap the movement of heavy army equipment.

Decision of the highway commission to curtail new construction work was based upon a prospective loss in revenues as a result of the tire rationing program. Baldock estimates that gross revenues of the department which totalled \$17,845,696 in 1941 will be reduced by at least ten percent in 1942 while the reduction in 1943 may be as much as 25 percent with the full force of the automobile and tire shortage expected to be felt by that time.

Gasoline taxes accounted for \$12,867,932 of the highway department's revenues for 1941. Another \$3,629,074 was realized from motor vehicle registration fees and truck and bus operators contributed another \$1,392,242 in fees and licenses. Of its gross revenues the highway department allocated \$2,410,961 to the counties and \$341,097 to the state police, leaving a net of \$15,093,637 for the work of the highway department.

Allocation of another \$815,072 in highway funds to the several counties was announced by Secretary of State Snell this week, to bring the year's total to \$2,815,072. The counties' share from 1941 highway revenues was \$404,110 in excess of allocations from 1940 revenues. At the same time Snell announced allocation of \$39,004 among the public lands counties with more than one-third of this total, or \$13,123 going to Malheur county.

Secretary of State Snell admits that he has a bicycle held in reserve but declares that he does not expect to use it until all of his automobile tires are worn out. Snell points out that there is no occasion for motorists to become panicky over the tire situation. Most cars, he points out, will be able to operate, with reasonable care, for another year or two with present equipment. In this connection Snell calls attention to the fact that thousands of garage mechanics and service station employees are dependent for their jobs upon the continued use of automobiles.

### OSC Winter Roll Larger Than Expected

Oregon State College—Early registration for the winter term here is running about 8 percent behind that of a year ago, which is almost exactly the same drop shown in the fall term compared with the fall of 1940. A final registration of about 4000 is predicted by Registrar E. B. Lemon, a total considerably higher than expected by some in view of wartime demand on young men and the employment opportunities for women.

Enrollment of men students is off about 10 percent compared with a year ago, while there are only 3 percent fewer women here now. More new students entered for the first time this year than last.

"The fact that registration has shown no greater percentage drop this term than last is evidence that the public believes that Oregon State college is meeting the war-time needs of the state," said Dr. F. A. Gilfillan, acting president. "That is what we are attempting to do both in our campus instructional program and in the service work throughout the state."

### Animal Registration Deadline Extended

The final date for voluntary registration of horses and mules has been changed from January 10 to January 20. The ten additional days have been allowed to permit a more thorough census.

The voluntary registration was requested recently by the Headquarters Western Remount Area, San Mateo, Calif., to enable the army agency to determine accurately the current resources of military horses and mules in the states of California, Oregon, Washington and Nevada, as well as the location and ownership of such animals, so that if and when needed they may be quickly purchased and assembled for military use.

Horse and mule owners are requested to report by card or letter—no special form is necessary—to their county agents the age, sex, color, whether riding or draft type, whether broken or unbroken and whether or not necessary for owner's use, of each horse or mule between the age of three and ten inclusive. In counties not having county agents or farm advisors, the information may be reported directly to the Western Remount Area, 72-3rd Avenue, San Mateo, Cal.

It is desired to emphasize that this registration or listing of potential military animals is voluntary on the part of the owner. Such listing implies no later obligation by the owner to sell to the army nor the army to buy. How many horses or mules the army will need in the future cannot yet be determined. However, curtailment of production in various fields, restrictions on use of certain essentials and other conditions both foreign and domestic seem to indicate that greater reliance must be placed on horse power in the immediate future, both by the military and those in civilian pursuits. Military needs of the most urgent sort frequently arise overnight. The remount service must be prepared to meet any military requirements for horses and mules and this registration or census of potential military animals will be of great assistance in preparing to meet such requirements.

Registrations to date indicate wide and thorough cooperation of horse and mule owners throughout the Pacific Coast area. It is hoped this will continue.

### PEPPERMINT HEARING HELD

A hearing on maximum prices for peppermint oil, held in Washington January 13, was attended by L. R. Breithaupt, extension economist at Oregon State college, who had gone east to take part in the annual agricultural outlook conference held by the United States department of agriculture starting January 14. Oregon is one of five states producing peppermint oil in commercial quantities.

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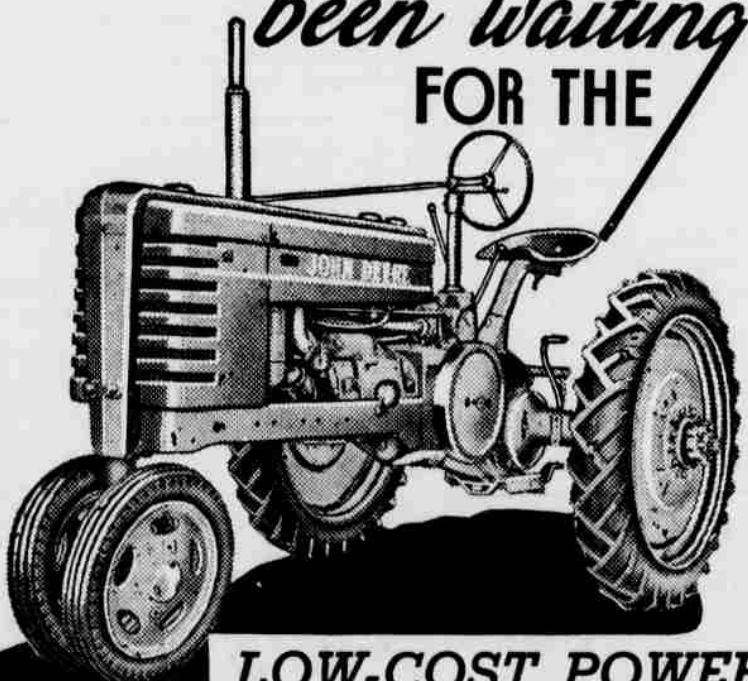
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