

STATE  
CAPITAL NEWS

- 18,000 Edge
- Light Vote
- Good Tax System

By A. L. LINDBECK

The Republicans still hold an 18,000 edge in Oregon on the basis of pre-primary registrations just completed by the state department. Two years ago the Republicans had a majority of 21,500 in the state, losing 7,014 in the interim while the Democrats were losing only 3436.

While the Republicans recorded gains in 19 counties and the Democrats forged ahead of the 1940 registrations in 22 counties these gains were more than offset in the remaining counties.

The grand total of all registrants—527,084—is 11,106 short of the 1940 total. Of this number 269,232 are Republicans and 251,313, Democrats.

State officials are predicting a light primary vote—some as low as 40 percent of the registration. The war, it is felt, has so completely overshadowed politics that the public is taking very little interest in the campaign. The absence of thousands of registered voters now in the armed services of the nation, is also expected to cut seriously into the primary vote. Two years ago the Republicans rallied 54 percent of their voters to the polls while the Democrats were able to muster only a 43 percent vote. Four years ago 49 percent of the registered Republicans and 48 percent of the Democratic registrants went to the polls to cast their vote on primary election day.

The state highway department has been notified by the federal bureau of roads that the war department has turned thumbs down on any more work on the Pacific highway between Roseburg and Grants Pass and the upper Columbia highway between Portland and Cascade Locks. The department was preparing to advertise for bids on

projects on these two roads and had asked for war department approval.

Oregon's law makers will find the temperatures in the House and Senate under better control when they return to Salem for the next session. The board of control has awarded the contract for the necessary changes in the temperature controls in the legislative chambers to a Portland concern. Bids entered for the air conditioning of other rooms in the capitol were rejected by the board as too high.

When the returns from Oregon's 57 local draft boards had been tabulated at the office of the state selective service board it was found that a total of 142,922 men between the ages of 45 and 65 years had signed up for possible service in the national emergency. Previous estimates had placed the registration in Oregon at only 110,000.

According to Governor Sprague the state board of health has arranged to dispense with much of the red tape heretofore surrounding the issuance of delayed birth certificates to native Oregonians. Under the new plan these certificates will be issued upon whatever supporting evidence the applicant may be able to produce.

Oregon's tax system may not be perfect but on the whole it is better than that of any other state, in the opinion of Charles V. Galloway, veteran chairman of the state tax commission.

Taking to the air in a 45-minute broadcast Saturday night Galloway struck back at critics who for the past year have been sniping at the tax commission in particular and the Oregon tax system in general.

Admitting that honest and constructive criticism and helpful effort are always in order, Galloway declared that "the long continued campaign to exaggerate and publicize every small defect of that system (Oregon's tax system) has done and is doing much to impede Oregon's development and retard its progress."

Galloway branded as "distinctly not true," assertions at random that property taxes or income taxes are repelling capital and retarding in-

dustrial development; pretentious representations of candidates for public office, big and little, that our tax system is archaic and disordered; false allegations that taxes of all kinds in Oregon are inordinately high and going higher every year; unending squawking of unregenerated sales taxers to the effect that nothing else will do; pernicious efforts of all around trouble makers to promote tax strikes and impair orderly administration of the tax laws."

"All such and many more are but the varied manifestations of a fifth column activity in respect to taxation in Oregon; an activity unintentioned, of course, but real and pernicious nevertheless."

"Even if such representations were true no worthy service to Oregon is rendered in advertising them to the world. But, distinctly, they are not true. Oregon's whole system of taxation and its fiscal position dependent thereon never were in better condition than they are today."

Reading courses offered by the state library cover a total of 468 subjects, according to Miss Eleanor Stephens, librarian. During the current biennium 784 new "students" were enrolled in these courses. These "students" include CCC enrollees, business men, farmers, soldiers, teachers, housewives, hospital patients and prisoners.

Hereafter men inducted into military service will be given furloughs of not to exceed ten days in which to settle up business affairs, according to Colonel Elmer V. Wooten, state director of selective service. Applications for furlough, however, must first be approved by local draft boards.

Secretary of State Earl Snell spent last week in Washington, D. C., attending a meeting of the highway advisory committee to the war department of which he is a member.

A total of 21,862 of Oregon's needy aged were given financial assistance during March, according to a report of the State Public Welfare commission. Old age pension payments for the month averaged \$22.57 for the state, with Multnomah county payments topping the list at an average of \$24.27 and Curry county payments the lowest in the state with an average of only \$15.53.

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**YOUR  
SCRAP IRON  
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THE WAR**

Ends 30 Year Milk  
Delivery Service

Heppner housewives are receiving their morning delivery of milk as usual, but if they are up soon enough to notice, a different deliveryman is on the job. Beginning May 1 John J. Wightman, 30-odd year veteran deliveryman turned over the job to Ralph Beamer, popular young grocery deliveryman.

Mr. Wightman's action was caused partly by the fire situation—there is no priority for rigs delivering wholesale—and partly by acquiring a large wholesale account from Kinzua Pine Mills which necessitates use of the dairy's delivery equipment.

In building up what is recognized as one of the finest dairies in the state, Wightman brothers did not act blindly. Both John and Bob started in the game as youngsters back near Harrisburg, Pa. Mr. Wightman was route director for a leading dairy in Harrisburg and besides milked in barns which were whitewashed spotlessly clean daily. He recalls landing in Kansas City, Mo., on his way to Oregon the year of the Heppner flood, 1903. Kansas City, or at least the train yard section was having an inundation of its own. The depot basement was piled several feet deep with silt, and yards about were a bed of drowned livestock, washed in from cars and packing yards. Mr. Wightman needed work, but he didn't have the stomach for the depot cleaning job for which they were taking all comers. He had made up his mind, too, that he had enough of milk handling. But on applying at an employment agency the only work he could find was in a dairy.

Here he learned another phase of the milk business. The dairy supplied a big bakery. John was put on the milking end, some 30 cows twice daily, with orders that each ten gallon milk can have a gallon of water in the bottom before the milk was poured in. Then should the milk supply fail to fill all the cans, more water be added to bring them up.

The milk business in Kansas City wasn't to Mr. Wightman's liking and he soon made his way to Heppner to start the dairy that has continuously supplied Heppner with milk since. The herd was built from the beginning with purebred stock, and all facilities kept up to date, latest improvement being the addition of a large feeding barn and "milking parlor" completed a few months ago.

John was off the delivery job for a couple of years last war time, when the route was leased out, and again for several months when he was laid up by injuries, but his service on the "milk wagon" in Heppner has numbered a good 30 years in all.

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