

STATE CAPITAL NEWS

- One Initiative Bill
- Speakership
- Upped Valuations

By A. L. LINDBECK

Salem.—Only one of seven initiative measures for which preliminary petitions were filed with the secretary of state's office made its way to a place on the November ballot. That was the measure sponsored by the Oregon State Teachers' association which seeks to divert all surplus income tax revenues above \$7,750,000 a year into a special state school fund.

This measure, however, together with the six referred measures will give Oregon voters a total of seven ballot measures to pass judgment on come general election time. The referred measures include:

A proposed constitutional amendment increasing the pay of legislators from \$3 a day for 40 days to \$8 a day for 50 days;

A proposed constitutional amendment repealing the article providing for a rural credits loan fund.

A proposed constitutional amendment providing that gasoline taxes shall be used exclusively for roads and highways.

A proposed constitutional amendment permitting the legislature to restore voting rights to persons convicted of felonies.

A legislative act providing for a tax on cigarettes, the proceeds to be used for old age assistance and vocational education.

A legislative act restricting or prohibiting net fishing in coastal streams and bays.

When the deadline for filing of initiative petitions arrived it was found that five measures had failed to qualify for a place on the November ballot. These included:

C. H. Agers' proposal to exempt homes from taxin up to a true cash value of \$2000;

John H. Waterhouse's proposal to

repeal the milk control act. Dan Hays' "hot cargo" bill prohibiting secondary boycotts.

E. C. Allen's proposal to tax corporation dividends to create an unemployment compensation fund for the benefit of service men at the close of the war.

A measure sponsored by the Old Age Beneficiaries, Inc., providing for the complete revamping of the state public welfare organization.

Still another proposed initiative sponsored by the Senior Citizens Annuity committee and providing for a state old age retirement plan, was withdrawn by its sponsors several weeks ago.

Vacationists who desire to leave the beaten path and penetrate deep into Oregon's forests this summer must first secure a permit. A proclamation closing all national forests as well as adjacent privately owned forest lands to entry except with the requisite permit was issued by Governor Sprague this week. The proclamation prohibits smoking in hazardous areas. Persons desiring to build camp fires in other than designated, improved camp grounds must equip themselves with fire fighting equipment including axe, shovel and water pail.

The contest for the house speakership has been considerably enlivened this week by the injection of the name of Carl Engdahl, veteran Umatilla county legislator, into the race. Engdahl is not actively seeking the honor but is said to have been urged to become a candidate by a group of veteran house members.

A member of the house since the session of 1935 Engdahl is recognized as one of the ablest members of that body with several important committee assignments including a place on the all-powerful ways and means body.

Three other candidates are in the race for speakership, all of course, contingent upon their election this fall. They are Wm. McAllister of Medford, John Steelhammer of Salem and Herman H. Chindgren of Clackamas county.

County assessed valuations are up an aggregate of approximately \$28,-

PROCLAMATION WHEREAS, the unregulated use of certain forest areas is, in my judgment, a menace to life and property on account of an excessive amount of inflammable debris on the ground, and WHEREAS, upon the showing of the State Forester, it appears to me to be necessary to close to unregulated use the following areas within and adjacent to the Umatilla National Forest designated as: AREA NO. 66-P—S $\frac{1}{2}$ Sections 31 to 35 inclusive, T. 2 S., R. 34 E.; S $\frac{1}{2}$ T. 2 S., R. 35 E.; all of T. 2 S., R. 36 E., lying south of Oregon Trail Highway except Section 18; Sections 31 to 36 inclusive, T. 3 S., R. 29 E.; Sections 23 to 26 inclusive, and 31 to 36 inclusive, T. 3 S., R. 30 E., S $\frac{1}{2}$ T. 3 S., R. 30 $\frac{1}{2}$ E., Sections 11, 13 to 15 inclusive, and 19 to 36 inclusive, T. 3 S., R. 31 E.; Sections 12 to 17 inclusive, 20 to 29 inclusive, and 32 to 36 inclusive, T. 3 S., R. 32 E.; T. 3 S., Rs. 33 and 33 $\frac{1}{2}$ E.; Sections 1 to 12 inclusive, 14 to 23 inclusive, and 26 to 35 inclusive, T. 3 S., R. 34 E., Sections 1 to 12 inclusive, T. 3 S., R. 35 E.; that part of T. 3 S., R. 36 E., lying north of Grande Ronde River; Sections 13, 14, S $\frac{1}{2}$ 22, 23 to 27 inclusive, and 33 to 36 inclusive, T. 4 S., R. 28 E., T. 4 S., Rs. 29 and 30 E.; Sections 1, 2, 5 to 8 inclusive, 17 to 20 inclusive, and those parts of Sections 4, 9, 16, and 21 lying west of Pendleton-John Day Highway, T. 4 S., R. 31 E.; Sections 1 to 17 inclusive, and 21 to 26 inclusive, T. 4 S., R. 32 E., T. 4 S., Rs. 33 and 33 $\frac{1}{2}$ E.; T. 4 S., R. 34 E., except E $\frac{1}{2}$ Section 1 and N $\frac{1}{2}$ NE $\frac{1}{4}$ Section 12; the national forest area in T. 4 S., R. 35 E.; Section 13, E $\frac{1}{2}$ 14, and 19 to 36 inclusive, T. 5 S., R. 27 E.; T. 5 S., Rs. 28, 29, and 30 E.; Sections 31 to 34 inclusive, and S $\frac{1}{2}$ Section 35, T. 5 S., R. 32 E.; areas within the national forest in T. 5 S., R. 33 E., T. 5 S., Rs. 33 $\frac{1}{2}$ and 34 E.; areas within the national forest in Sections 4 to 8 inclusive, T. 5 S., R. 35 E.; W $\frac{1}{2}$ Section 26, Sections 27 and 28, S $\frac{1}{2}$ Sections 29 and 30, Sections 31 to 34 inclusive, and W $\frac{1}{2}$ and SE $\frac{1}{4}$ Section 35, T. 6 S., R. 24 E., SE $\frac{1}{4}$ Sec-

tion 26, S $\frac{1}{2}$ Sections 31 to 34, and S $\frac{1}{2}$ and NE $\frac{1}{4}$ Section 35, T. 6 S., R. 25 E.; E $\frac{1}{2}$ and E $\frac{1}{2}$ W $\frac{1}{2}$ Section 12, Section 13, E $\frac{1}{2}$ Sections 14 and 23, Sections 24 to 28 inclusive, and 33 to 36 inclusive, T. 6 S., R. 26 E.; T. 6 S., R. 27 E., except Section 6; T. 6 S., Rs. 28 and 29 E.; those parts of T. 6 S., Rs. 30, 31 and 32 E., lying north of North Fork John Day River; Sections 1, 2, and 7 to 36 inclusive, T. 6 S., R. 33 E.; T. 6 S., Rs. 34 and 35 E.; Sections 11 to 14 inclusive, and N $\frac{1}{2}$ Section 24, T. 7 S., R. 23 E.; Sections 1 to 18 inclusive, N $\frac{1}{2}$ 19, and 20 to 24 inclusive, T. 7 S., R. 24 E.; those parts of T. 7 S., Rs. 25, 26, and 27 E., within the national forest; Sections 1 to 6 inclusive, W $\frac{1}{2}$ Section 7, and those parts of Sections 11, 12, and 13 lying north of Ditch Creek-Ritter Road, T. 7 S., R. 28 E.; that part of T. 7 S., R. 29 E., lying north of Ditch Creek-Ritter Road and North Fork John Day River; those parts of T. 7 S., Rs. 30 and 32 E., lying north of North Fork John Day River; that part of T. 8 S., R. 25 E., within the national forest; Sections 1 to 30 inclusive, and 33 to 36 inclusive, T. 8 S., R. 26 E.; and Sections 4 to 9 inclusive, 16 to 21 inclusive, N $\frac{1}{2}$ 29, and 30 and 31, T. 8 S., R. 27 E.; excepting, however, the Camas Creek Road, Pendleton-John Day Highway, and Heppner-Spray Highway. Permits for entering the above-described areas may be obtained at Heppner, Ukiah, Tollgate, and LaGrande Ranger Stations, and at Corporation and Frazier Guard Stations. NOW, THEREFORE, I, CHARLES A. SPRAGUE, Governor of the State of Oregon, by virtue of the authority vested in me under the provisions of Section 107-209, Oregon Compiled Laws Annotated, do hereby proclaim the unregulated use of the above-described areas to be unlawful and that said areas shall be subject to entry only through permit to be issued by the State Forester, or a fire warden, under which permit entrant shall comply with any and all of the following requirements: (a) To build no fires except in places designated as safe in said permit. (b) To have as a part of his or her equipment, tools suitable for extinguishing fire. (c) To refrain from smoking except in places designated as safe in said permit. This proclamation shall be effective from and after the 8th day of July, 1942, and shall remain in full force and effect until the 31st day of December, 1942. Done at the Capitol in Salem, Oregon, this 2nd day of July, 1942. [s] CHARLES A. SPRAGUE, Governor. [ATTEST: [s] EARL SNELL, Secretary of State.

900,000 over the 1941 figures it was announced by the state tax commission this week. Most of the increase is accounted for by a substantial increase in personal property assessments. Utility assessments made by the tax commission will also show an increase of more than \$6,500,000 bringing the grand total for all taxable property in the state up to more than \$995,000,000.

The experience rating system which went into effect on July 1, 1941, has resulted in a saving of nearly \$1,500,000 in unemployment insurance premiums to Oregon employers in the past year, it was revealed by the Unemployment Compensation commission this week. In spite of this saving in contributions the commission's trust fund has now grown to approximately \$20,000,000 or well above the required "ceiling" of \$15,519,807.

Oregon selective service registrants who are in class 1-B will be given an opportunity to enter military service in August, according to Elmer V. Wooten, state director of selective service. Because only a limited number of 1-B men will be taken into service Wooten has suggested that men in this class who are anxious to enter service before their draft boards and volunteer for induction.

A total of 21,518 Oregon youths aged 18 to 20 years, inclusive, were added to the selective service lists in the recent registration according to a tabulation of local draft board figures compiled by the state office of selective service. The 20-year olds will be subject to immediate induction into military service but the other age groups will not be called up until they reach their 20th birthday unless congress changes the selective service act by lowering the age requirement.

A survey to determine the extent of duplication that exists between rail and bus transportation services has been instituted by Utilities Commissioner O. R. Bean at the request of Joseph B. Eastman, federal transportation co-ordinator. It is expected that if duplications in the service are discovered the rail service will be ordered discontinued in order to relieve equipment for more urgent war needs.

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