

EDITORIAL

Public Highways Most Dangerous

Oregon's highway death rate is easing off slightly, according to Robert S. Farrell Jr., secretary of state. The rate, based on the number of deaths per hundred million miles, was 2.7 for the first ten months of 1946, as compared with 11.8 in 1945. The actual number of traffic-inflicted deaths, however, has risen. The rate has gone down in spite of the increasing toll because of the vast jump in highway travel, the secretary's figures show.

To quote Mr. Farrell: "If credit is due to any safety agency for this accomplishment, it is due the organizations which have fought for safe streets within cities. The rural highways are taking an ever-increasing portion of the auto victims."

Success in reducing the death rate within corporate towns and cities is easier of accomplishment than on the open highways. Regulations may be made and enforced within the city limits, such as establishing certain through streets, limiting speed, etc., whereas on the highways limited patrolling permits many guilty persons to escape punishment. It might be well to qualify the statement that regulations may be enforced within the city limits with another statement that enforcement is a matter of the will of the people. It requires concerted and determined effort on the part of safety advocates and constant vigil by enforcement officials to make driving regulations effective.

That accidents are not frequent in Heppner is something difficult to understand. Signs posted at entrances to the town warn motorists of speed limits, yet many drivers coming in off the highways fail to observe the regulations and go dashing up or down Main street at dangerous speeds. And this speed habit is not confined to those coming from the highways—a lot of it is indulged in by drivers going to and from work. This is particularly the case on Gale street. Forty-five and fifty miles an hour speeds are common and the wonder is that someone—a child or elderly person, has not been killed long since.

It is not possible for the town police to be everywhere at once but they catch these offenders occasionally. It appears that public sentiment will have to take a hand, following the lead of the larger cities in a campaign such as radio listeners must have heard prior to and during the holiday season. We can't follow through by radio broadcasts but a campaign of education could and should be conducted through such mediums as we have. Also, the school could be a force for much progress in this line by inaugurating a course in driving for youths attaining the driving age and for others interested in learning the proper rules.

As a project for 1947, this newspaper offers the suggestion to the chamber of commerce that it sponsor a driving campaign. It will be difficult to eliminate the hazards attributable to John Barleycorn, but the new drivers could be taught the dangers of attempting to handle a car while under the influence of "spirits frumenti" and in this way the town would be making a contribution toward lessening the accident record on the open highways.

This is a problem calling for thinking by people in all walks of life—the business man, the minister, the teacher, the professional man, and we will include the newspaperman. More and more cars are rolling over the highways and it is up to each and everyone of us to contribute something towards making these thoroughfares safe for all who use them.

Sales Tax Solution

Under this heading, the Oregon City Banner Courier brings the sales tax to the attention of its readers in an explicit manner and since Editor Jim Van Winkle has gone to the trouble of digging up data and presenting it intelligently, we are taking the privilege of reprinting it for the benefit of Gazette Times readers. It is likely the forthcoming legislature will give some consideration to a sales tax as means of raising revenues to meet demands placed upon the body by the voters in the November election. Since the mandate came from the people they should not be averse to considering such means as the legislature may have to take, and there are good arguments in favor of the sales tax. But let us read what the Banner Courier has to say:

Oregon voters have turned down a sales tax four times, each time by a heavy majority.

The first proposal, at a special election in 1933, was defeated 106,153 to 73,756. At the general election the next year the sales tax was proposed as a measure for relieving school tax loads on real property and was soundly trounced 156,182 to 64,677. The 1936 special election hit the sales tax hardest of all with a "no" vote of 187,319 to only 32,106 ballots in approval.

The sales tax then rested until the general election of 1944 when it was referred to the people by the legislature as a tax on retail sales of tangible personal property, by far the best measure offered the voters. But, again, blind opposition to a sales tax of any kind brought about

its defeat by a vote of 269,276 to 96,697. Since that time, the centers of greatest opposition to the sales tax—farmers and organized labor have come to realize that the 1944 measure was not so iniquitous as they thought and that it might have been a good thing for Oregon had it been passed.

It is recognized by those who have access to the facts that Oregon's financial structure and the future outlook that some new source of substantial revenue must be found if this state is to progress as it is competent to and keep pace with the other Pacific coast states. These authorities also realize that the retail sales tax is the one and only source capable of providing this substantial revenue.

Incomes and property are taxed to the limit, yet more money is needed for maintaining an adequate government and providing needed expansion in state institutions and functions.

The real sales tax is collected on transactions involving the purchase of tangible goods.

The person with an income of \$2000 a year has only that much to spend. The person with an income of \$5000 has that much to spend.

The \$2000-a-year person buys a \$1300 automobile and expects to keep it for five more years. The \$5000-a-year person buys a \$2000 car and expects to trade it in within two years.

The \$2000-a-year person buys a suit of clothes once a year or less often. The \$5000-a-year person buys two or three suits every year.

And so it goes, not only with cars and clothing but with other necessities and luxuries. The higher the income, the greater the spending. The greater the spending, the greater the sales tax paid.

To our way of thinking, the very classes of voters who oppose a sales tax are the ones to be most benefited. They spend less as a rule on retail purchases, hence, would pay less sales tax than the persons to whom they attribute sponsorship of sales tax proposals.

Did you think to write it 1947?

Some Things Left Over

Listening to a radio program Wednesday evening we heard an emcee taking inventory of 1946 programs and he found he had several items left over—things that didn't go over too well and would have to be worked over and produced in 1947. It was clever entertainment and brought to mind that all of us have a lot of unfinished business ere the new year arrives.

During 1946 the Chamber of Commerce and the city council laid plans for several projects and improvements that for one reason and another could not be brought to fruition last year. Too many postwar obstructions were in the way and delay was inevitable. Some of the obstructions have been removed and it may be possible to accomplish real results during 1947.

One city project badly needed is reconstruction of parts of the city water system. The pipe is on hand and pending arrival of some of the appurtenances such as pipe unions and valves, it should be a matter of waiting no longer than for favorable weather to start this work—provided, of course, the labor situation has improved.

The city has other projects, one of which is in the hands of an engineer employed for the purpose—a new reservoir. Of equal importance is a new well, arrangements for which were made months ago but for some reason drilling has been held up.

A problem likely to confront the new city fathers is that of a sewer system. This has been before the council in times past and the cost has always appeared prohibitive. Growth of the town the past few years has increased the demand and places an obligation on the council to give the matter of a sewer system serious consideration.

Some leftovers are to be found on the calendar of the Chamber of Commerce and these, too, should gather some momentum in 1947. One project in which the chamber is interested, along with other civic groups and the city, is a recreation center for the young people. Enough groundwork has been laid that this can become a reality this year.

Highway betterment is not a leftover. Rather it is a continuation from year to year, but the Chamber of Commerce has a definite interest in obtaining a highway directly into Monument; surfacing of the Willow creek and Rhea creek roads and extension and improvement of other county roads as outlined by the county court. With increasing traffic, both freight and passenger, over the highway from Heppner to Heppner Junction, some planning should be done to induce the highway commission to straighten and broaden that route. It is worth considering to say the least.

This is a subject entailing an almost endless discussion. It can be seen, however, that county, city, chamber of commerce and all civic groups have work ahead in making Morrow county a better place in which to live and to attract newcomers. The more we work the greater will be our interest. We should make real strides in 1947.

OUR DEMOCRACY—by Mat

AT THE QUILTING PARTY.

QUILTS WERE MADE YEARS AGO THAT ARE STILL PRIZED POSSESSIONS IN MANY AMERICAN HOMES... EACH WOMAN CONTRIBUTING HER SHARE OF SILK AND CALICO PIECES, ALL WORKING TOGETHER IN FRIENDLY COOPERATION, THEY MADE IN A SHORT TIME A NEEDED QUILT THAT WOULD HAVE TAKEN ONE WOMAN MANY TEDIUS DAYS OF WORK.



FROM THE EARLIEST DAYS OF OUR DEMOCRACY, LIFE HAS BEEN MADE EASIER, HAPPIER FOR THE INDIVIDUAL THROUGH COOPERATIVE EFFORTS... ONE OF THE GREATEST OF THESE TODAY IS LIFE INSURANCE—A PLAN THROUGH WHICH THE INDIVIDUAL, BY POOLING HIS FUNDS AND SHARING THE RISKS WITH A GREAT GROUP OF PEOPLE, IS ABLE TO ENJOY FAMILY SECURITY AND PROTECTION HE COULD NEVER PROVIDE ALONE.

AIRPORTS FOR HOUSING

Much confusion exists with regard to final disposition of municipal airport facilities by the war assets administration. The Oregon aeronautics board has gone on a federal red tape cutting campaign to permit municipalities to secure the facilities of these airports which can and should be used by the cities rather than be declared surplus and sold on bid. In many cases these facilities could be used to relieve the housing situation, provide warehouses, and other much needed space, the board believes.

The Oregon delegation in congress has been appealed to and the board has received encouragement that regulations can be changed or amended so as to give the cities priorities on government-installed facilities on their airports, and also create schools for aircraft and engine mechanics to be conducted by the state department of vocational education.

DAUGHTER OF SENATOR DIES

Mrs. Donald Crouch, daughter of United States Senator Guy Cordon, died Sunday, Dec. 22, at Casualty hospital in Washington, D. C. Mrs. Crouch, 23, was being taken east by her parents for treatment for a heart ailment. When the train was nearing Washington she was found by her mother in an unconscious condition and died soon after being removed to the hospital. The funeral was held at Roseburg, where the Cordons reside, on Friday afternoon.

Roots of Culture

Good Taste THEN and NOW THROUGHOUT HISTORY, EARRINGS, BROOCHES AND PINS HAVE SYMBOLIZED POSITION AND DISTINCTION. AMONG THE ANCIENT AZTECS, BROOCHES INDICATED THE WEARER'S RANK. ULTRA-FASHIONABLE MEN OF THE SIXTEENTH CENTURY WORE A SINGLE PENDANT EARRING. (SOME NAVY MEN WORE ONE IN THIS WAR!) ANCIENT GREEK PIN ORNAMENTS... GOLDEN GRASSHOPPERS, BEJEWELED HIPPOPOTAMI AND FLOWERS... WERE ANCESTORS OF OUR MODERN LAPEL ORNAMENTS. ALL MODERN AMERICAN WOMEN CAN EXPRESS TASTE AND DISTINCTION IN JEWELRY, ONCE LIMITED TO THOSE IN HIGH CIRCLES.



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OREGON MILK PRODUCTION

If you did not eat 41 gallons of ice cream this year you missed out on your allotment somewhere along the line of average consumption as there were 41,719,000 gallons of ice cream made in Oregon this year from milk produced in this state. If your youngster had the appetite and nickles for his share of ice cream, you might as well make a note for the 1947 family budget right now—"\$164.00 for junior's ice cream cones."

Oregon's 254,000 cows produced 165,000,000 gallons of milk during the past year, which is an increase of 71 percent in the last decade, a rate that is much higher than the national average. Milk production per cow has increased steadily since 1940. The average production per cow in Oregon is now 2600 quarts. The cash income for Oregon farmers during the past year is estimated at \$40,657,000.

CAPITAL SHORTS

Governor Earl Snell played Santa Claus to his twin grandchildren, whose parents, Lt. and Mrs. William Snell arrived from San Diego, Calif., where Lt. Snell is connected with a naval hospital... State Highway Engineer R. H. Baldock was elected first vice president of the American Association of State Highway Officials at its convention in L. A. last week... There are now 292,674 covered workers in Oregon drawing in excess of \$62 million a month in wages to establish a new peace-time high in employment records... Governor Earl Snell has appointed Dr. Thomas Franklyn Hudson of Portland as a member of the temporary advisory committee to the Liquor Control commission. Dr. Hudson was appointed to succeed D. Thompson L. Shannon who resigned prior to his removal from the state.

TAX REPORT FLOPS

Plunk into the middle of a beautiful Christmas spirit season Governor Snell's \$20,000 special state tax study commission pitched an aggravating report that the governor and nearly all state officials do not like. The governor's annual message to the 1945 legislature carried a request for a tax study commission and his request was granted. Now the governor may disinherit his baby. Had he asked the tax research body for a report that would bring a howl of protest from every organized group in the state, then it could be said they did a thorough job. The 13 members of the commission who started their work 20 months ago came to a 7 to 6 decision on the adoption of the present report which was made behind closed doors. Even members of the press were asked to leave. Members who constituted the minority filed objections or were prompt in making public their opposition to nearly all of the 26 recommendations set forth in the 90 page report.

State Tax Commissioner Earl Fisher, a member of the tax study commission, objected to the proposed repeal of the personal property levy as it would, he said, eliminate over \$10 million of personal property taxes, nearly all of which is now levied on business property and shift the burden to homes and other non-income bearing real estate.

Recommendations in the report would lower personal income tax exemptions to \$1000 for married couples and \$500 for single individuals; levy a business excise tax; tax tobaccos, amusements, racing revenues, wine and beer license fees, soft drinks and increase motor vehicle license fees. A recommendation that an increase of highway revenues to cities and counties be made and property taxes for state purposes would be eliminated. (There have been no state taxes on property in Oregon for several years past.)

State Budget Director George Aiken, a member of the commission, does not agree with the report and points to appropriations of \$30,691,000 for the current biennium which will increase to \$49,000,000 for the next two years when requests for public welfare alone are over \$26,000,000.

TO STREAMLINE LEGISLATURE

The special committee on legislative procedure reported to the governor Monday offering 15 proposals which will be submitted to the members of the 1947 session. The new ideas include the reduction of regular committees in each house to 24. (There are now 37 committees in the house and 31 in the senate.) Uniform drafting of bills, restriction on motions to suspend rules, that committees hold meetings regularly at definite hours in the mornings, to limit the introduction of bills after 25th day of the session, that legislative journals be printed daily, that secretaries and legislative aids be prohibited from sitting in the chambers during sessions and that the courtesies of the senate and house be limited to former members, department heads and special dignitaries.

RULING ON LOAN COMPANIES

At the request of State Superintendent of Banks A. A.

PROFESSIONAL DIRECTORY

HEPPNER CHAMBER OF COMMERCE
Meets Every Monday Noon at the Lucas Place

JOS. J. NYS
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Veterans of Foreign Wars
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ATTEND FAMILY REUNION
Mr. and Mrs. Harley Anderson returned Monday from Portland where they spent several days last week at the home of Mr. and Mrs. Henry Suters. While there they enjoyed a family reunion of Mr. Anderson's sisters and their husbands, including Mr. and Mrs. Suter, Mr. and Mrs. Charles Crites of Newberg, and Mr. and Mrs. Harold Sauer of Weott, Calif.

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New Maytag Home Freezer

A new home freezer described as a "complete kitchen unit" has been announced by The Maytag Company of Newton, Iowa. With six net cubic feet of locker storage space and a capacity of 300 lbs. of meat or 240 lbs. of mixed packages, it maintains an operating temperature of zero Fahrenheit in all climates. When closed it provides a porcelain enamel utility table top with attached drop leaf for dinette purposes, large enough for two people. Inset shows counter-balanced lid opened and defrosting tray in use.

Heppner Hardware & Electric

Pomona Schedules Saturday Meeting
Morrow county Pomona grange will meet Saturday, January 4, with Lexington grange as the host. The business session will open at 10:30, followed by luncheon at noon, and will conclude at 2 p.m.

The program at 2 p.m. will be open to the public, and this will be followed by degree work. Guests of Mr. and Mrs. C. N. Jones during the holidays were Rev. and Mrs. Charles Graybeal of Gridley, Calif., where he is pastor of the Christian church. Mrs. Graybeal is the former Lois Jones. They returned to California today.

Eunice Hiatt is spending the holidays with relatives and friends in Heppner. She is employed in the Deaconess hospital at Salem.