

# Student Government Day Officials Ready For Two-Day Event

Don Robinson, Medford high school, and Harvey Hueners, Jacksonville high school, have been elected the two top officials to rule over the Elks-sponsored student government day in Medford and Jackson county, Tuesday and Wednesday.

Hueners will serve as county judge and Robinson as mayor.

A highlight of the first day will be the annual banquet at 6:30 p.m. which about 300 persons are expected to attend. Speaker of the evening will be State Sen. Mark O. Hatfield, professor of political science at Willamette university.

The top event set for Wednesday will be the annual student-operated council meeting in the city hall at 7:30 p.m. Earlier the same day, students will report to the office of the official with whom they will work during the day to learn the duties involved.

On Tuesday, students will register from 1 to 2:30 p.m. in the basement party lounge of the Elks temple. Oath of office will be administered from 2:30 to 3 p.m., and students will visit radio and television stations from 3 to 5 p.m. A "get-acquainted" meeting is set for students, their parents and officials in the Elks club before the banquet.

**Committee Named**

The special committee planning the two-day program includes the following: Mrs. Josephine Smith, social studies teacher at Medford high; Mrs. Una B. Inch, assistant to the county rural school board; Mrs. Dorothy Snedden, secretary to Medford's mayor; Tom MacLeod, station KYJC, and Frank T. Hussong, exalted ruler of the Medford Elks.

Students elected to the Medford city council were: Ward I, Emily Gannaway and Don Slater; Ward II, Stanly Culy and Dan Kellington; Ward III, Ken Piland and Patty Read, and Ward IV, Sue DeVore and Mary Kay White. Loren Jacobs was chosen city manager.

County commissioners elected

were Frank Artmire, Prospect, and Don Dillard, Butte Falls. Others chosen were as follows:

**CITY OFFICIALS:**  
**Appointed:**  
 Barbara Roach, treasurer; Elaine Sorum, recorder; Charles Kanehl, judge; Jack Day public works director; Mike DeVore, police chief; Ed McCullough, fire chief; Frank Bash, engineer; Emil Muhs, attorney; Pete Young, building inspector; Noel Black, electrical inspector; Jeff Williams, plumbing inspector; Walt Garner, street superintendent; Don Weber, sewage superintendent; Buddy Britton, police lieutenant; Paul Eckel, airport manager.

Glen Allison, school superintendent; May Overstreet, water superintendent; Dorothy Rhymes, assistant water superintendent; Melissa Jennings, water commission chairman; Carl Gordon, civil service commission chairman; Ed Manley, library board chairman; Jerry McComb, engineer-surveyor; Butte Falls; Darlene Nye, clerk; Prospect; Linda Malloy, treasurer; Eagle Point; Marie Walters, assessor; Eagle Point; Carl Christian, constable; Eagle Point; Jim Martin, coroner; Prospect; and Roger Puhl, school superintendent, Phoenix.

**Appointed:**  
 Nathan Douthitt, chief deputy sheriff; Crater high; Pat Snook, tax deputy sheriff; Crater high; Sharon James, court reporter, Phoenix; Kenneth Oswald, juvenile officer, Prospect; Bill Madden, assistant juvenile officer, Phoenix; Mickie McConchie, watermaster, Butte Falls; Sue Colley, chief deputy clerk, Prospect; Carol Iverson, deputy elections clerk, Jacksonville; Sonja Smith, deputy records clerk, Jacksonville; Fred Devos, deputy accountant clerk, Jacksonville; Jane Cooper, welfare commission, Jacksonville.

Marla Abbott, health officer, Crater high; Barbara Webb, public health nurse, Crater high; Don Floyd, sanitarian, Phoenix; Jerry Cave, jailer, Eagle Point; county agent, agriculture and home extension, Bob Gray, Zoe Turner, home demonstration, Kenneth Bigham, boys 4-H, Mildred Gail, girls 4-H, and Don Johnson, horticulture, all of Crater high; Ginger Dew, custodian, Crater high; Allen Swearingen, veterans service, Jacksonville; Jessy Ragdale, veterinarian, Eagle Point; Ray Dahl, assistant school superintendent, Phoenix, and Fred Oldham, civil defense, Phoenix.



J. PAUL MYERS  
State KP Chancellor

## KP Chancellor Sets Visit at Local Lodge

J. Paul Myers, Oregon grand chancellor of the Knights of Pythias from St. Helens, will visit the local Talisman lodge No. 31 on Monday.

Officers and members of the lodge will meet at the Medford hotel for a dinner at 6:30 p.m., at which Myers will be the guest of honor. The group will then go to the lodge hall for the regular meeting.

It is planned to have the conferring of the rank of esquire, and members of the KP lodges from Grants Pass and Bandon have been invited to the meeting, local officials added.

## Army Engineers Okay Pasco Warehouse Use

Washington — (U.P.) — Army engineers Saturday said they have no objection to use of six warehouses at the Pasco, Wash., depot for grain storage by the Commodity Credit Corp.

A spokesman for the chief of engineers office said this advance is being teletyped to the office's North Pacific division in Portland, Ore.

Before a storage permit can be granted, however, the regional office of the General Services Administration must concur, the spokesman said.

# Oregon's Government Reorganization Goal Of Many Legislators

By STATE SENATOR PHILIP LOWRY

A favorite subject for legislation is the reorganization of State Government. This has for its desired goals increased efficiency and financial savings. To a lesser extent political considerations may occasionally enter the picture. The eternal hope of legislators is that a paper change in the

form of government will produce an efficient result in substance. In many respects, the experience of the Hoover Commission with its recommendations of proposed reorganization of the Federal Government has demonstrated that there is need for constant legislative attention to this subject. Our Oregon State Government, from the standpoint of its basic organization, has changed little from its inception. The most notable change was the establishment of the State Board of Control in 1913, which had the effect of dividing the Governor's executive responsibilities with the Secretary of State and the State Treasurer in the management and control of the state institutions. This represented a departure from our usual ideas of establishing executive authority and responsibility in the Governor as the executive officer of the state.

"Little Hoover" Committee

Our legislature in 1949, seeing that a need had developed to adapt our government organization to new conditions, created a committee, commonly referred to as the "Little Hoover Commission," to make a start along this line. This committee confirmed the commonly held opinion that government in Oregon had, through the years, followed a tendency to sprawl out. Boards and commissions had grown and new functions of govern-

ment developed without any particular regard to where they fitted in to our basic theory of dividing government into executive, legislative and judicial branches.

The first tangible result of this committee's study was the creation of the Department of Finance for the purpose of consolidating purchasing by state agencies and reducing costs through systematic large scale buying. Indications are that this program has largely succeeded, although this department is presently under attack because of allegedly high administrative costs.

Among the numerous proposed changes before us is one to transfer the Motor Vehicle Department of the Secretary of State to the Governor's office, not because of inefficiency in the Secretary of State's office, but because investigation shows that matters affecting motor vehicles are strung through five different state agencies.

**Hope for Reorganization**

It is the ultimate hope to reorganize this motor vehicle function in such a way that the citizens will have to deal with only one state department, Jackson County's Earl Newbery, Secretary of State, has gone on record before the Highway Committee as stating that he neither opposes or favors this particular reorganization. Under his administration, many far-reaching improvements have been made in this department.

Also before us is a proposal to change the Oregon Liquor Control Commission from a three-man board to a single paid administrator. This proposal has the endorsement of the liquor and beverage organizations but is being viewed with great caution by a number of legislators.

One of the principal changes sought by the Democratic members would make the Public Utilities Commissioner an elective, rather than appointive, office. This has the endorsement of the State Grange, but the opposition of a number of other organizations. The belief has been expressed that this office requires technical skill and should not be made subject to political considerations. The theory of utility rate regulation is that the utility is entitled to a fair rate on the amount of its investment and no more.

The public hearing on this bill principally showed that the Public Utilities Commissioner may be in need of additional funds to properly investigate and regulate rates, both existing and proposed.

The idea that a single administrator can better run a state agency than several persons acting as a commission is seen in the Senate bill which would replace the three-man State Tax Commission with a single commissioner. Objections made to this change are that three heads are better than one and that it is dangerous to consolidate too much authority in a single individual.

**Would Abolish Board**

One pending bill would also completely abolish the State Board of Control and transfer all of its functions to the Governor. The check and balance here, if this were done, would be that the Governor is responsible to the people at election time. Another measure would consolidate all revenue functions in a single department.

A great tendency of all of us, when facing a tough governmental problem, is to immediately seek a solution in the form of administration rather than to meet the problem itself head on.

In our quest for efficiency in government, we do not want to sacrifice the principle of careful, and deliberate, if occasionally slow, action.

Nor do we want to run the risk of investing single individuals with unlimited authority. Likewise, finding ideal, single administrators at the Oregon salary level is not easy. For this reason the belief is common among legislators that the unpaid commission system, based upon public service, is a superior system to the employment of paid administrators who might be men of mediocrity.

Efficiency in government, accomplished at the loss of any of our basic principles of free government, is to be avoided. Where a choice must be made, efficiency must be secondary. Any proposed change should be able to withstand scrutiny from both of these standpoints. That, no doubt, is why legislators are slow to act in this field.

# Mobilgas Economy Run Set; Scout Teams Plotting Route

All roads lead from Los Angeles to the base of Pikes Peak at Colorado Springs, Colo., so far as the route scouts for the 1955 Mobilgas Economy Run are concerned.

Scouting teams of the American Automobile Association and General Petroleum Corporation, sponsor of the Economy Run, are now testing every possible route to the terminal point, the Broadmoor Hotel at Colorado Springs.

A. C. Pillsbury, regional director of the AAA, said the scouting teams will present their findings to the Automobile Club of Southern California, which will make the final route selection. The Mobilgas Economy Run, conducted annually to demonstrate for the motoring public the economy potential of America's new automobiles, will begin at 12:01 a.m. March 14 at the General Petroleum Garage, 8th and Flower streets, and will terminate the afternoon of March 16.

Awards will be presented March 17 at ceremonies in Colorado Springs.

Each of the stock passenger cars in the run will be in competition for the Sweepstakes Trophy and class prizes. Entrants will be divided into four price classifications: low, low-medium, upper-medium and high.

Cars to compete in the run are being selected by AAA officials from showroom floors, assembly lines and warehouses. As each car is selected, it is delivered to the Mobilgas Economy Run impound garage, 1230 Lincoln avenue, Pasadena.

The exact route to be followed

# Americans To Fly New West German Airlines

Cologne, Germany — (U.P.) — American pilots will fly the new West German commercial airline planes during the first year of its transatlantic services, the Deutsche Lufthansa Airline announced Saturday.

The pilots are being engaged by the Lockheed Aircraft Corp. from which the German airlines has ordered eight four-engine Constellation for the transatlantic run. The co-pilots will be Germans.

in the run will remain secret until all cars are placed in final impound on March 4.

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