

No-Highway Use Gas Tax Levy Vetoed

A suggestion that a portion of the highway gasoline tax be levied on non-highway users such as farmers and loggers was eliminated Wednesday before the Klamath chamber of commerce directors adopted the road and highway committee's recommendations for a state highway financing program.

The committee's recommendations were drawn up preparatory to an interim committee hearing here in April. Among its recommendations, the committee suggested that gas taxes might be raised up to two cents, but that the additional gas tax should not be subject to refund by non-highway users. At present, non-highway gasoline is not subject to tax, and users may apply for a refund of the taxes paid at time of purchase.

Proposa: Out

In Wednesday's discussion, it was asserted that the suggestion there be no refund on gas tax increases violated the principle that highway users should furnish the financing for highway work. Members of the highway committee were agreeable to eliminating the proposal, and supported a motion to that effect by Dick B. Miller.

The directors approved the committee's stand against general obligation bonds for highway financing, and its suggestion that any additional financing be provided through increases in auto registration fees, driver's license fees and gas taxes.

They also approved a committee recommendation that if the legislature does find it advisable to provide for highway bonds, they be short-term, callable revenue bonds to be liquidated out of the increases suggested above.

TAC Plea

A plea for chamber of commerce support of the Teen-Age club was made by Jim Owens, and there was further explanation of the club project by Bill Procter, the director; Sam Smith, city recreation director; and Matt Finnigan, a member of the adult advisory council. President Phil Hitchcock, assured the group of the chamber's interest and support.

It was explained that remodeling of the Teen-Age club building on Eighth street is financed by a scrap drive, and members of the chambers were urged to turn scrap over to the Teen-Agers.

Grange Votes RC Donation

A cash donation was approved for the Red Cross drive at the meeting of Merrill grange held Monday in the Merrill TROP hall. Mrs. John Giacomini, grange master, presided, and there were 19 members present.

Reports of interest to farmers were made and discussed by John Giacomini, agriculture chairman, and J. H. Degnan, representative of the Klamath Potato Growers association. J. Leland Pope explained the initiative petitions which the Oregon state grange is asking subordinate granges to circulate, to put these measures on the ballot for general election. One measure is the severance tax for forest conservation and the other is the corporation excise tax revenue amendment.

Officers were elected to fill vacancies with John Giacomini as gatekeeper; Flora, Mrs. Anna Howard; lady assistant steward, Mrs. Dovie Reeder. The vacancies resulted from Mr. and Mrs. Henry Buhrie moving to Vale and Mr. and Mrs. Rex Stoffer moving to Washington.

Plans for another public card party and for the scheduled visit to Fort Klamath grange were discussed.

Rev. Kenneth Brown, lecturer, gave a reading by Irvin S. Cobb. Refreshments in keeping with Easter were served by Mr. and Mrs. R. Petrik, Mr. and Mrs. H. Winebarger and J. H. Degnan.

Power Line To Be Built

PORTLAND, March 24 (P)—Construction of a 50-mile power line to link Pacific Power and Light company's operations in the Bend area with the Columbia valley and Portland areas will be started this spring, the company reported Wednesday.

Plans for the \$1,400,000 project were announced following completion of an agreement with the Bonneville administration under which the lines will be built to government specifications and later may be bought by Bonneville.

George T. Bragg, vice president and general manager of PP&L, said the line will run from the company's Tygh valley hydro-electric plant near The Dalles, through Maupin and Madras and connect with the firm's Cove hydro plant on the Crooked river.

He said work would be pushed in order to relieve the heavy load now being carried by the Deschutes system, serving Bend, Redmond, Prineville and Madras.

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