

STATE CAPITOL NEWS

A. L. LINDBECK
State Capitol News Bureau

ANYWAY—SOMEONE HAD TO LOSE

SALEM, Ore.—The results of Friday's primary election were full of surprises. Not the least of these was the strength developed by Henry L. Hess, democratic nominee for governor, in the out-state counties. While the nomination of Hess had been regarded as a possibility, all pre-election surveys had shown Governor Martin to be running far ahead of his opponent in all but a few of the out-state counties. The result of the election have thoroughly discredited "straw votes" as a dependable gauge of public sentiment. In this case, at least, they failed to go deep enough to reach the supporters of the union labor candidate. While Martin did go into Multnomah county with a plurality over Hess the margin of difference between the two candidates was too close for comfort. Hess showed the governor a clean pair of heels in 13 counties and ran him a neck-and-neck race in four other counties which had been regarded as Martin strongholds. On the other hand Martin gained a slight lead in Klamath county which had been regarded as a Hess stronghold because of its large labor vote.

One of the most surprising results of Friday's balloting was the poor showing made by Sam Brown in his race for the Republican nomination for governor. While Charles Sprague, Salem publisher, was picked to win the nomination Brown was expected to run at least a fairly close second. The results, however, show the Gervais farmer to be trailing far in the rear with fewer than half the number of votes received by Sprague who came within a few votes of a majority of the total cast for the gubernatorial candidates.

The victory of Hall S. Lusk, non-partisan candidate for one of the supreme court positions, also contained an element of surprise, in that he not only led his two opponents but polled more votes than both of the other candidates combined, thus obviating the necessity for a run-off election next fall.

The decisive victories of Willis Mahoney, democrat, and Rufus C. Holman, republican, in their respective races for the senatorial nominations were as predicted as were the nominations of the three incumbent congressmen, although Walter Norblad had been expected to give James W. Mott a harder fight for the Republican nomination in the first district and Walter Pierce's two-to-one victory over Wade Crawford in the second district was a disappointment to many Pierce supporters who had expected the veteran campaigner to make an even better showing.

ELECTRIC CONSUMPTION UP
Use of electricity is on the up-grade in Oregon. Statistics compiled by the public utilities commission show that consumption of electrical energy in this state during February last, increased by 11.73 percent over the consumption for February, 1937. Because of reduced rates, however, revenues of electric utilities for February, 1938, were only 5.42 percent greater than for February, 1937.

OLD TIMER GETS REWARD
Herbert Hauser, for nearly 20 years an employee of the Oregon public utilities commission, has been appointed to the position of district supervisor of the bureau of motor carriers for the interstate commerce commission with headquarters in Portland. Hauser was first a reporter for the utilities commission, then served as the commission's secretary and later as superintendent of transportation and chief examiner.

IT'S UP TO THE DRIVER
Counties are not required to carry insurance on automobiles used by their officials or employees, according to Attorney General Van Winkle. If the individuals who operate county-owned cars want to protect themselves against liability in case of accident that is their responsibility and not a concern of the county, the attorney general ruled.

SMALL MERCHANT GETS PROTECTION
The anti-price discrimination act passed by the legislative session of 1937 became effective last Saturday when Circuit Judge Lowelling filed a default decree quashing a referendum instituted by George C. Stanley, Eugene merchant, in an effort to defeat the measure. Modeled after the federal Robinson-Patman act, the new law is designed to prohibit discrimination in price in the sale of goods and to ban sales of goods or services at less than cost for the purpose of destroying competition. The measure was sponsored by the Oregon Association of Trade Executives, an organization said to number in its membership thousands of small merchants.

TO EXEMPT FOOD FROM TAXES
The latest initiative proposal to make its appearance is a proposed constitutional amendment which would prohibit the imposition of a sales tax on articles of food for human consumption. The petition was filed by the Family Budget Protective League, and Western Consumers, Inc., with headquarters in Portland.

IT WILL SETTLE POLITICAL BICKERING

Attorney General Van Winkle has advised the Board of Control that it has no jurisdiction over expenditures of the State Employment commission. The ruling came after two months of jockeying between the Board and the commission over the rental of a building in Portland for use by the commission. Two months ago the Board refused to approve rental of the building at \$850. Negotiations by representatives of the Board brought about a reduction of the rent figure to \$700 a month. The Employment commission then proceeded to write in new requirements into the lease which the owner of the building refused to accept without an increase in the rental price. For the past two weeks the deal has been stalemate because the Board and the Commission have refused to give in. The ruling of the attorney general removes the Board from the picture and leaves the commission free to negotiate its own lease without interference.

EMPLOYMENT AHEAD OF 1933

While Oregon industry is feeling the effect of the business recession employment in this state remains well above the low level to which it descended during the recent depression. Figures released by the Industrial Accident Commission this week show that 102,451 workmen were employed in Oregon industries during April compared to only 63,035 men reported at work in April, 1933.

Careful motorists will be rewarded with a refund of insurance premiums under a merit rating plan of automobile insurance which has just been approved by Hugh Earle, state insurance commissioner. Earle to result in a saving of at least \$200,000 a year to motorists who earn the reward by escaping responsibility for any traffic accident during the year.

FACTS FOR DRIVERS

By EARL SNELL, Secretary of State
Editors note: Traffic questions submitted to this newspaper will be answered by the Secretary of State or through this column.

HOW FAST SHOULD I DRIVE PAST A "MEN WORKING" SIGN?

While there is no definite indicated speed listed in the motor vehicle law for this case, the motorist should regard a "men working" sign as an indication that he should prepare to stop in case the roadway is obstructed. Particularly on a curve, where vision is cut off, the motorist should proceed cautiously when he sees such a sign, as there may be one-way traffic ahead.

In proceeding past a group of workmen on the highway, one should not exceed a speed of 15 or 20 miles per hour, since the workmen are keeping their minds on their jobs rather than on the passing traffic, and are apt to step suddenly in front of a car without looking. Any greater speed may be interpreted as reckless driving, which includes driving "at a speed or in a manner so as to endanger or be likely to endanger any person or property."

IS IT LAWFUL TO THROW BOTTLES OR REFUSE ONTO THE HIGHWAY?

It is illegal for any person to throw or place on the highway any material which is likely to injure any person, animal or vehicle. Material which is specifically mentioned in the law includes glass bottles, glass nails, tacks, hoops, wire and cans. Refraining from throwing paper and other small objects of refuse upon the highway is largely a matter of good citizenship. Dumping of garbage on the highway, of course, violates laws other than the motor vehicle law.

In this connection, it is also unlawful to operate on the highway a vehicle which is constructed and loaded so that the load is permitted to drop, sift or leak upon the highway.

DOES AN AUTOMOBILE'S SPEED HAVE ANY EFFECT ON THE AMOUNT OF GASOLINE IT USES?

Emphatically yet. Most drivers realize, in a general way, that the faster they drive above a given speed, the less mileage they will get out of their gasoline. What most drivers do not realize is that their er-speed brackets, depending upon mileage drops very fast in the high make of the car. Gasoline consumption in some makes may even be twice as much at 80 miles an hour as at 50, and in all makes rises the speed at which it was designed rapidly when the engine surpasses to operate efficiently.

High speed driving also takes a disproportionate toll of oil, tire rubber and lubricants, as well as contributing to premature wearing out or failure of many of moving parts. Drivers who take pride in their ability as operators will find out

their car's most efficient speed, and will do much of their driving at or near that speed.

MAY A PRIVATE CITIZEN REPORT TRAFFIC VIOLATIONS TO OFFICIALS?

It is a private citizen's privilege and duty to report traffic violations to officials, particularly those violations which result or might result in accidents. The citizen so reporting should be willing to appear as a complaining witness against the offender should the case be brought to trial.

The citizen should be sure he has recorded the license number of the offender accurately, and has noted the time, place and exact nature of the offense. Cases of flagrant speeding, disregard of pedestrians' rights-of-way, and running stop lights are examples of violations which often have serious consequences.

Many local safety councils in Oregon are preparing to organize regular citizens' observation corps which will be trained in violation-reporting work.

OPINIONS BY OUR READERS

Submitted by readers of The Journal and the opinions may or may not agree with the policy of The Journal. You are invited to send in your ideas on current questions.

To many living in the cities and surrounding territory the break in the big canal above Cow Hollow which occurred two weeks ago was just another hole in a ditch and not worth mentioning, but to those living nearby it was a catastrophe in capital letters. The Journal's Cow Hollow correspondent, Clarence Niccum, an eye witness has written a most graphic description of it, which appears below.

Cow Hollow
May 17, 1938

Dear Editor:

There has been plenty of news in Cow Hollow since the canal broke. The morning of the break my brother, Eliza Niccum was working on the west end of his place, next to the Russell Howell house. About 10:30 he heard Mrs. Howell call and tell him that his ditch had broken and the water was getting on her garden.

He knew that he had no water that could get there at that time and looked up and saw a big head of water coming down, what he and Russell call Prosper Hollow. (Another hollow coming into Cow Hollow from the north) and he immediately started his team in a run for my place to get my car and go to the CCC camp, a distance of about three miles to telephone the canal office.

I saw him coming and thought that he was having a run away and that it was queer that he couldn't get his horses stopped, but when he got closer I saw that he was making no effort to stop them. He drove them up to a post and yelled "The canal is broken; Up Prosper Hollow," as he ran for the car.

Mrs. Howell told me next day that she thought that Eliza had lost his mind when she told him his water was getting in her garden and he swung his team in the middle of the field and started the other way in such a hurry, but she soon saw plenty of reason.

It was a clear, quiet day and sound carried nicely and everybody was soon excited. I yelled to the neighbor to the north of me and to the one west and every one started getting tools and machinery out of the flat. Out of the way of the water.

As Eliza went to the CCC camp he made just one stop and yelled a quarter of mile to Dale Linbaugh's house and told them that the canal had broken. News travels fast. As he came back every one, Eastmays, Heaton, Lindbaughs, Shears, Trummels and Sages were all out carrying things out of the flat.

Everybody got most every thing out of the flat except Mr. Gabriel. Jim Trummel lost some poles, Chet Sage lost wooden culvert and Mr. Mr. Gabriel, poles post and lumber which scattered all up and down Cow Hollow. But, say, the real estate that was moved.

The young fellow at the office told Eliza the next day that in thirty minutes after he got the alarm the gates were open and the canal water dumping into the Owyhee river. "Of course the ditch riders were all out on their rides at that time of day so he ran out and grabbed a new Chevy and started for the Owyhee gates. He was unfamiliar with that car and almost wrecked it three times but he held it to seventy all the way to the gates. But it takes the water a long time to drain out of eighteen miles of full canal.

When the water first came down across my place and Chet Sages it ran almost a quarter of a mile wide. It soon cut channels so it didn't spread so wide but it was dark before it quit running altogether.

And what destruction? Cow Hollow will never be the same. I hardly know where to begin to tell of it. Perhaps at the top. I went up the Hollow that afternoon to see it but never went down so that will have to be just hearsay.

There was a gap in the canal

bank forty of fifty feet wide. The canal at that place is on a steep hill side and the water cut down into the hard dirt formation and it never worked down to the bottom of the canal. I judged that about half the water was still going down the canal. From the canal the water dropped over like a cataract and fell for the first hundred feet down the wash. That hole in the canal looked terrible.

The canal crew worked with a drag line, 3 bulldozers and a whole fleet of trucks day and night for four days to repair the break.

Up Prosper Hollow from Cow Hollow, across from Mr. Howells place for about a half a mile there is a "Royal Gorge" from four feet in shallow places to twenty feet in deep places and about thirty feet wide. That is one scare that will always be there. Thousands of tons of our farm lands. The gravel and rock out of that wash to be piled upon of gravel, rock, and good soil came Howells and Frank Parkers. Then stopped first. Mostly on Russell the sand settled.

Oh, the shifting sand! Mr. Gabriel had ten or twelve acres of land in the bottom which now has a coat of sand over it. Ed Niccum has a stretch of bottom land three quarters of a mile long and he has gravel on one end of it and a stretch of sand down the middle. And an alfalfa field covered with silt at its lower end.

There are ten farmers that are badly affected and all have some washes. Ed Niccum, Jim Trimmie, Chuck Share, and Dale Linbaugh were hurt worst by washes, and all suffered heavy crop losses. Earl Heaton, Chet Sage, Geo. Gabriel and myself were affected most by sand and silt.

Frank Parker has rock and gravel piled on his place. But Russell Howell suffered the greatest loss from piled up gravel and sand which caused him to lose one fine field.

Now had this been the Idaho Power or any large corporation instead of the government whose properties had caused all this damage, they would have had a man out there the first thing trying to settle with us for what they thought was right for the damage done. But the canal officials all tell us that a man who last year was damaged similarly sent in a bill for damages which was forwarded to Washington. After so long a time he received a reply and was told that they considered the break as an act of God, and that the government pays no damages.

You can't sue the government so what. Millions for soil conservation and we are barred from most of the things in soil conservation and now we are washed out and it appears are forced to like it.

Cow Hollow boasted of having the best roads in any district on the new project and we were very proud of them. Now, "what a road."

What was once about a mile of fine flat road would today make a very good drain ditch.

From the time of the break until Sunday no one had attempted to go through Cow Hollow with a car. The school bus comes over the hill from Sunset Valley and back on the same road and the rest of the children must walk to the CCC camp.

Sunday afternoon, Charlie Starks of Nyssa drove the full length of the Hollow and talked with most of the farmers. I tried to tell him that he would have to go back but he said that he was going to see her clear through. He made it. Since then there have been several cars through.

George Haycock and Mr. Hatch of the CCC boys say that the boys will fix the road soon.

Tuesday morning Mr. Haycock sent the bulldozer down the canal

WHAT! No White Elephants?



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bank to do some repair work on some of the worst washes, and to partly replace some of the dikes. It has already pushed off some of the rock and gravel for Russell Howell and will do some filling on the worst of the washes on the Elza Niccum property. Also for Chet Sage, Jim Trummel and Chuck Share.

We surely appreciate all that Mr. Haycock has done for us, and wish to express our thanks to him and his men.

Sincerely yours,
CLARENCE NICCUM.

OWYHEE

On the last day of school there will be a picnic at the school house. All patrons in the district are invited and asked to bring their dinner. Date, Friday, May 27.

Owyhee is proud of having nine who graduate from the Nyssa high school this year. They are: Edna Warren, Margaret Mitchell, Viola Pullen, Clayton Patton, Leslie Crocker, Doc Douglas, Walter Hite, Henry Mitchell and Verle Landreth.

Pupils to receive eighth grade diplomas from the Owyhee school are as follows: Dorothy Wolfe, John Miller, Ike Mitchell, Loren Hite, Donald Reed and Bernard Trof.

Owyhee Community club met at the home of Mrs. Neil Dimmick Thursday. The teachers, Mesdames Schweizer, Abbott, and Chadwick, entertained. Refreshments of salad, sandwiches, and coffee were served.

Word was received by Mr. and Mrs. Chas Schweizer that their daughter Lois Glenn, who with her family are now in the vicinity of Idaho Falls, had an emergency operation for appendicitis last Tuesday. She is in the hospital at Idaho Falls.

Mrs. Cloyd Sersain and daughter of Marsing with her guest Mrs. Sersain of California were all day visitors of Mrs. John Hite Saturday.

Mr. and Mrs. Oral Hite and Mrs. Fred Hite were Boise visitors Friday.

Mr. and Mrs. Glenn Points accompanied them to the vicinity of Star where Glenn's parents are living.

Owyhee held its summer round

up at the school house Tuesday. Drs. Sarazin and Norcott were in charge.

Mr. and Mrs. Arnold Slippy and daughter Carol Louise, and Mrs. Martha Klingback and daughters, Margaret and Louise and son Freddie were dinner guests of Mr. and Mrs. Chas. Culbertson Sunday.

Mr. and Mrs. Noble Pullen and family of Homedale have moved to the Hobbs ranch where Mr. Pullen will be the overseer this summer.

The Owyhee Sewing club with their leader Mrs. Adah Schweizer met with Marjory Hite Saturday.

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PHONE 31

CALL FOR BIDS

Arcadia School district No. 36 will sell to the highest bidder the two room schoolhouse in the district. Sealed bids will be opened June 4, 1938 at 2 o'clock p. m. at the schoolhouse. The building must be removed by August 4, 1938.

The school board will allow a five per cent (5%) discount for cash or accept a bankable note, due in six months and bearing eight per cent (8%) interest.

Signed,
OTIS BULLARD, Chairman.
CLARENCE BARRETT, Clerk.