

Turkey Supply 'Excess' Due to 'Early' Demands

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dropped out of everything." He advised the reduction of breeder stock to A-1 quality only, to meet the lower demand for hatching eggs.

Credit Assn. Growing

Progress of the Southern Oregon Production Credit Association was reported at the meeting. Growth from 200 members in 1942 to 334 members in 1946 was shown by charts. Of the present membership, 166 are borrowing, 168 are not.

Stock ownership by members amounts to \$163,500. Loans totaled \$1,205,000 during 1946. Interest on loans to members, loan service fees, interest on bonds, etc., increased from \$13,920 in 1945 to \$26,185 in 1946. Total operating expenses were \$18,492.

J. E. Young, Roseburg, a director of the association, served as chairman of yesterday's meeting.

A. B. Robertson of Spokane, representing the Production Credit Administration, also addressed the meeting. He predicted that the turkey industry will continue to be "an important part" in the agricultural economy of Oregon.

Hauling Fee of \$500 Cash Assailed at Mass Meet

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with single trucks ("gyppos") as from fleet operators with several trucks.

He pointed out that fleet operators "take care of their equipment," and are less destructive to county roads. Also, that if fleet operators cause more than \$500 damage to the roads, the money is more readily available than from independent operators.

Auto Springs vs. Trucks

Ireland was roundly applauded when he labeled the County Courts' plan as "un-American." "I want to ask the honorable judge," he said, "what becomes of the \$500? Who decides how much of that shall be used for road damages?"

Ireland said he had operated a fleet of seven school buses over county roads for the last 20 years. He contended that roads over which no logging trucks have ever operated are "rougher and more dangerous" than the logging roads of timber operations.

"The flexible springs of automobiles do more damage to the roads than logging trucks. That's my personal opinion. How are you going to determine that damage is done by logging trucks?"

Admitting that county roads are in poor condition, Judge Busenbark said that the county has had road equipment on order for several months with no immediate "expectations of delivery. There are 950 miles of county roads to maintain.

Stands Firm on Fee

Of approximately \$471,000 budgeted for county roads this year, he said "It's all being spent on the roads." Almost \$70,000 of the amount was used in the redecking of the Oak Street bridge in Roseburg.

Of the \$500 fee required for permits, he said, "It's going to stand. You're going to have to put up your \$500 cash bond before you operate over the county roads."

"Before we put this into effect, we got an opinion from the attorney general, who said we could legally do so."

Pay Increases Planned

County Commissioner Lynn V.

Beckley, who followed Judge Busenbark, disclosed plans to get "more efficient service" out of men and equipment. Explaining the costs and difficulties of county road maintenance, Beckley told of plans for "substantial" pay raises for county road employees, and for the operation of county rock crushers to lessen the expense of gravel for county roads, which costs the county \$7 a yard.

"What I'd like to see you fellows do is to formulate a plan and appoint a committee to work with us," Beckley said.

Justice of the Peace Thomas C. Hartfield spoke briefly, explaining that the "whole thing is contrary to good logic."

"It is the duty of the county court to maintain bridges and roads," he declared. "A statutory provision allows the court to post roads and bridges with a legal limit. Truckers however may request permission to exceed that limit by posting a bond to cover possible damages."

Court 'Can Be Defied'

"You can defy them to require a cash bond. I am a judicial officer. The county court isn't. Yet I am not allowed to require a cash bond in my court."

"I see in this meeting this evening nothing but discrimination. As justice of the peace, I am going to uphold the law. But I'm going to make sure it is the law."

Says Court 'Stalling'

Ray Lea, business agent for Local 7-307, IWA-CIO, expressed his interest in the dispute, since many of the truckers and loggers at the meeting were members of his union.

Lea declared, that, naming of the committee only meant "stalling the problem" by a "reactionary County Court." He advised against "economic action" (that is, laying up logging trucks in refusal to pay the \$500 fee) except as a measure of last resort. He

suggested a coalition of the labor union and the truck owners.

M. W. Staley, Roseburg, urged that the fight be carried on through the Douglas County Log Truckers Association, an established organization already aware of the problem.

Labor-Curbing Plans Rapped by AFL Heads

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heavily, the labor chiefs asserted. Therefore, the council said, it would be tragic for Congress "to use the abnormal occurrences of 1946 as the basis for reorganizing, by ill-considered and punitive legislation, the whole system of free effective collective bargaining which has been built up step by step over more than half a century and which represents the only democratic process of assuring a square deal to workers, employers and the public as a whole."

Government Intervenes in Portal Pay Case

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industry's arguments.

Say Employers 'Gambled'

Union attorneys contended that employer liability for such pay had been spelled out time and again since 1939.

"Instead of complying with the act, in accordance with those administrative rulings and judicial decisions," they said, "American employers in wholesale fashion gambled on evading the act, hoping to escape the consequences."

Most of the portal pay suits have been filed by CIO member unions.

A Supreme Court decision upholding Judge Picard's findings in a case involving the Mt. Clemens Pottery Company opened

the flood gates for the similar litigation which followed on a vast scale. The pottery firm itself has only 1,200 employees.

Judge Picard held that the workers are entitled to back pay for non-productive time necessarily spent on company premises. The Supreme Court, agreeing, directed him to determine how much the pottery employer should receive.

The CIO brief was filed in connection with Judge Picard's hearing today of views from labor, industry and the government on what the damages ought to be.

"There have been hysterical outcries that unless this case is decided adversely to the workers the very pillars of the republic will fall," the brief said.

Roseburg Hearing Set On Sustained Yield Plan

PORTLAND, Jan. 30. (AP)—The Oregon and California Land Administration is negotiating with several private lumber operators in Southern Oregon to establish cooperative sustained yield tracts in the Siuslaw national forest.

Chief Forester W. H. Horning reported the Siuslaw area is one

of 12 units to be established in Western Oregon. He did not name the operators but said near

ings prior to forming the other

11 units would be held at Roseburg and Salem.

The cactus wren is the state bird of Arizona.

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