

Snow surprising, but common

By Dennis Pfaff
Of the Emerald

Unofficial reports have it that stash bags and wine bottles were being discarded at an unprecedented rate Wednesday morning, but there is apparently no cause for concern.

That stuff all over the ground really was snow.

And, apparently, it's not unusual for such a thing to happen this late in the year and does not portend a new Ice Age for the Eugene area.

"I doubt very much if this (Wednesday's combined snow-rain-hail-sun storm) has any particular significance," said E. Wendell Hewson, chair of the atmospheric sciences department at Oregon State University.

Hewson said this winter (although spring officially began

about two weeks ago) hasn't been particularly extreme.

"It's partly psychological, I think. Everyone's expecting spring weather and then this winter stuff comes along," Hewson said.

From what Hewson said, it might seem that the state of the art of meteorology is little further advanced than when most people relied on their almanacs.

"There are very competent people in the field," Hewson said, "but there just aren't many statistical patterns for weather." This means, he said, that there is really no way to tell if the climate is growing colder and even changing at all.

"There have been lots of studies of cycles, but it doesn't really work that way," he added.

In any case, Hewson doesn't

believe that man is to blame for such things as Wednesday's freak weather.

"As near as anyone can see, we really haven't done anything yet to drastically change the atmosphere," he said.

Hewson thinks the atmosphere's great size is the only thing that has protected it from human trepidations until now. He warned, though, that heavy particulate matter released into the atmosphere by industries and automobiles may sometime in the future have such effects as blocking out the sun's rays and causing the climate to cool.

The immediate causes of Wednesday's atmospheric freak-out?

Nile Woltman, a meteorologist at Mahlon Sweet Airport said simply: "It was just a freakish pocket of cooler air."

Mailing costs rise

Publications lose permits

The *Oregon Daily Emerald* and four other University publications have had their second-class mailing privileges cancelled by the U.S. Postal Service.

In unrelated incidents, the *Emerald* and the University's general, summer session, law and Health Science Center catalogs have received word that those publications will no longer be accepted as second-class mail.

Second-class mail allows publications to be mailed to subscribers at considerably less cost than first-class or third-class bulk rates.

The *Emerald* was notified last spring that it was no longer eligible for the second-class permits, according to editor Jim Gregory. He said that the paper managed to keep its permit until the end of last summer.

The University received word earlier this month in a letter from Darwin Sharp, director of the Office of Mail Classification. The ruling ends a one and one-half year appeal by the University of the proposed cancellation.

The cancellation forced the *Emerald* to raise its mail subscription rate from \$15 to \$20 to pay for the more costly and slower third-class bulk rate and, according to Gregory, the paper is still losing money on mail subscriptions.

Tom Mitchell, publications di-

rector, said the rate change will increase postage from about 11 cents to about 30 cents per copy. The summer session bulletin will be the first University publication affected, Mitchell said.

He also said he expects the four bulletins to be mailed under a variety of rates. Third class will be used for mailing more than 200 copies and a special fourth-class book rate will be used for smaller quantities. The general catalog will go at the fourth class rate, he said. None of the costs will be passed on to the purchasers, he added.

Gregory explained that the *Emerald* was denied the permit because it contracts with the University and ASUO on a bulk subscription rate and, therefore, does not have a legitimate subscription list as demanded by postal service regulations.

In addition, Gregory said, the subscription rate is low (two cents an issue per student) and regulations say mail subscribers cannot be charged more than 50 per cent of the hand-delivered charge.

At this point, it's going to take a change in the postal regulations to permit publications such as the *Emerald* to be included in the second-class rate, he said.

Sharp told Gregory in a letter that he should contact the Postal Rate Commission if he wants to propose rate changes. Gregory said the *Emerald* was "gathering ammunition" to do that.

Teamsters

(Continued from Page 15)

"The strike has been authorized by the national negotiating committee, and each local calls its own strike. It's been called for, and the locals are making plans to picket. The strike is on," Barbee said.

Other pickets were posted in Ohio and Arkansas.

Wednesday afternoon, local Teamsters officials started sounding out individual trucking firms on the possibility of interim agreements to keep operating in case of a strike. One union source that was a strategy designed to "break up the employers."

After Teamsters Pres. Frank E. Fitzsimmons met with local union leaders from around the country Wednesday afternoon, one source said, "It looks like a strike." The local leaders returned home and began talking with individual truckers.

A West Coast Teamsters official said that by late Wednesday afternoon 65 of the 300 trucking firms in his local had signed interim agreements accepting the union's money demands.

In Massachusetts, several firms said they had discussed interim agreements with local Teamsters, but none was signed.

Union sources said the separate agreements signed would provide Teamsters with the money package they demanded last week, including a \$1.75 hourly wage over 36 months, another \$17 a week in pension and health-welfare benefits and unrestricted cost-of-living increases, which the industry has opposed.

A spokesman for Trucking Employers Inc., the industry's bargaining agent, said it had no legal way of stopping individual companies from signing. Sources, however, said smaller companies were being pressured by larger firms to refrain from signing.

The bargaining agent represents 2,000 of the nation's largest trucking firms, but an agreement it negotiates will affect a total of 16,000 firms, including the small shippers.

In anticipation of a possible strike, some larger shippers Wednesday reported freight movement as much as 25 per cent above normal.

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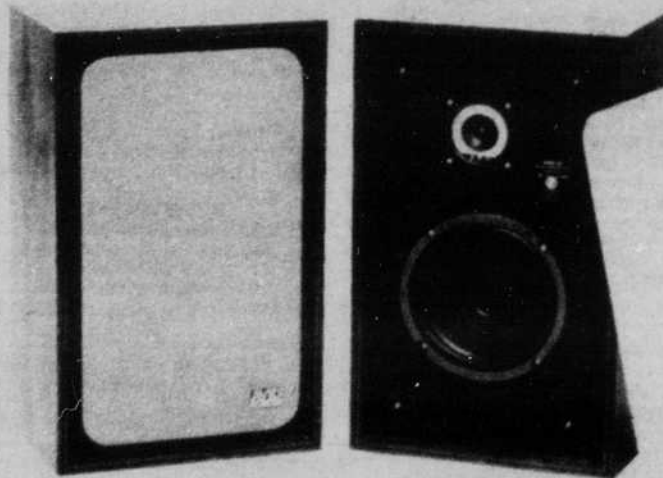
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