

inside business

Cattle future uncertain

Perspectives on the future in the coming decade was the subject by Oregon livestock leaders at the annual meeting of the Oregon Farm and Land Institute in Baker, Friday, June 1.

Speaking for the cattle industry was Jordan Valley rancher Bill Ross, president of the 3,200 member Oregon Cattlemen's Association. Other speakers were Baker County rancher Ernie Davis, Harney county cattle producer Charley Otley, and the executive vice president of the cattlemen's association, Donald Ostense.

The consensus was there are many promising aspects for the beef cattle industry in this country during the next ten years. However, they

agreed that government policies — both domestic and foreign — could cause disruptions and problems and the future of this nation's livestock industry was heavily dependent on well organized industry-wide initiatives, on a state and national level.

It was noted that there are considerably fewer, but larger, cattle operations and in order for the average cattle producer to exist, he has to be a better manager and marketer to succeed. Energy problems are one of the prominent factors all agriculture will have to contend with.

Ross said cattle feeders have been in a better than average profit situation for some time. A less favorable

period could lie ahead, he warned. This is due to increased competition for fewer stocker-feeder cattle and higher replacement costs. However, Ross added, both feeders and producers will be operating in a climate in which the long range price trend is up.

The Oregon Cattlemen's Association president also pointed out that the reduced numbers of slaughter cattle point to troublesome times for the beef packing industry. Combining the problem of reduced supplies with the fact that some plants are much more modern and efficient, it is possible to predict that some packers will drop out of business in the months and years ahead.



Mac's Feed Store

New feed business expands

by SUZANNE PHILBROOK
Mac's Feed Store, nestled in the wedge between Kelso Road and US Highway 26 west of Sandy, is a growing business.

Evidence of this growth is the expansion of buildings on the property. Since new owner Karl McDermed took over the former Fenwick's Feed Store six months ago, several structures have been added. The building that houses the lawn mower sales office and small engine repair is new. An addition to the existing building is near completion.

With structural expansion came the increase of

merchandise. Plans are to "enlarge the supply of tack," according to McDermed's wife Donna. Actually, she added, there will be an increased supply of everything, including nursery stock.

"We also have future plans for a portable trailer so we can sell weaner pigs," Mrs. McDermed said.

Amid the bales of fresh hay and cheeping chicks customers can find anything from feed to seed. They may also purchase firewood or cedar posts. Rabbits and poultry are bought and sold.

Earl Burdick, Mrs. McDermed's brother,

manages the sales office for lawn mowers and tractors and does the small engine repair work.

Most employees are immediate family members. Son Wally and daughters Deann and Michele divide time between home chores and working at the store. Other workers are Don Stoecker and Chris Powers.

McDermed also operates KLM Construction Company, a business he has owned for about 12 years.

Mrs. McDermed previously managed and still owns the Mountain Country Deli in Sandy. That business was leased out.

Trucks face fuel problem

Despite shortages and rising costs of diesel fuel, Sandy Truck Lines has managed to keep on trucking.

According to Jim Patrick, spokesman for the firm, the main effect of the fuel problem is the price. They just dig deeper into the pocketbook.

As far as the supply is concerned, Patrick said, "We're different from other trucking companies. We have our own storage facilities."

They do not have to depend

on pump stations like the long haul trucks do. This factor coupled with the fact that the firm's vehicles do not travel long distances helps keep the demand for fuel down.

Their trucks only cover about a 75-mile distance around the Mt. Hood and Portland metropolitan area.

Patrick said next month could be critical for the fuel supply, however because they will not receive any allotment. This could hamper their ability to handle any new business

they might get during that time. "Even with rationing," he added, "there may still be some inconvenience."

The truck line has already taken steps to cut down on their service runs. They have reduced some of their daily trips and only make some runs just twice a week, Patrick said.

He said that he feels the company is "running about 80 to 90 percent. We may be suffering about five percent."

"It all could catch up to us next month or the following month," Patrick concluded.

Counties to share forest earnings

Oregon and Washington counties containing national forest lands are expected to share more than \$138 million in receipts from national forest earnings in fiscal year 1979, according to estimates by the Forest Service, U.S. Department of Agriculture. Clackamas County is scheduled to receive \$4,347,793.

Regional Forester R.E. (Dick) Worthington said the amount is the total of estimates for 31 Oregon counties and 27 Washington counties that receive shares of receipts from the sale and use of products and services from national forests. Payments will be made by Dec. 1.

The money is 25 percent of the revenue the Forest Service estimates it will collect from the sale of timber, and from grazing, recreation, minerals, and

other land-use charges during the current fiscal year (Oct. 1, 1978 to Sept. 30, 1979), plus collections for reforestation, and amounts allowed timber purchasers for road construction.

According to law, 25 percent of all the receipts are returned to states and, in turn, to the counties where the lands are located to be used for public schools and roads.

Carriers pay more tax in May

Oregon Motor carriers paid \$4.9 million in weight-mile taxes in May, according to Don Haakenson, Motor Program administrator for the Public Utility Commissioner.

This is an increase of \$312,000 from April, and brings collections for the year to \$22.5 million — \$1.6 million more than at this time in 1978.

Compensation benefit levels will increase

Maximum benefit levels provided occupationally injured or ill workers under Oregon's Workers' Compensation Law will be increased to the new "average weekly wage" figure of \$241.70, effective July 1.

Insurers and self-insured employers will start using the new figure on July 1. For example, they will provide compensation at 66 2/3 percent of the workers' wages up to a maximum of \$241.70 a week to injured workers receiving temporary total disability benefits. Other benefits such as permanent total disability and fatal benefits which are tied to the average weekly wage also will be increased effective July 1.

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