

GRAZING

Continued from Page 1B

ter for \$199 each. High school and college students can also register for \$199, each.

Those staying overnight in Pendleton can take advantage of the special rate offered by Oxford Suites, which is within walking distance of the Convention Center. To contact Oxford Suites call 541-276-6000.

The conference is sponsored and coordinated by Roots of Resilience, a non-profit organization dedicated to revitalizing grasslands. For more information and to register for the conference go to rootsofresilience.org (click on “upcoming workshops”) or contact Sandra Matheson, president of Roots of Resilience, or Doug Warnock at dwarnock@columbiainet.com or 509-629-1671. ■

To register visit:

www.pnchm.org/educational-opportunities/grazing-conference-2019/

To sponsor a participant:

www.pnchm.org/conference-2019-exhibitor-and-sponsorship-information/

To become an exhibitor:

https://secure.lglforms.com/form_engine/s/27382G6_INHJxGuLE4WNw

Keynote Speakers Biographies

Temple Grandin

A grazing animal behavior specialist, Dr. Grandin is a designer of livestock handling facilities and a Professor of Animal Science at Colorado State University. She has designed facilities in the United States, Canada, Europe, Mexico, Australia, New Zealand and other countries. In North America, almost half of the cattle are handled in a center track restrainer system that she designed for processing meat plants. Curved chute and race systems she has designed for cattle are used worldwide, and her writings on the flight zone and other principles of grazing animal behavior have helped many ranchers to reduce stress on their animals during handling.

Gabe Brown

A leader in soil health, Gabe Brown practices and promotes holistic management at his

farm in North Dakota. He strives to solve problems in a natural and sustainable way. Improving soil health is a priority and no-till farming has been practiced since 1993. A diverse cropping strategy that includes cover and companion crops are used. He has eliminated the use of synthetic fertilizers, fungicides and insecticides. He has minimized the use of herbicides and is striving to eliminate their use entirely, and he does not use GMOs or glyphosate. Brown's ever-evolving grazing strategy allows most of his pastures a recovery period of more than 360 days. These strategies have allowed the health of the soil, the mineral and water cycles to greatly improve. The natural resources have also benefited, resulting in increased production, profit and a higher quality of life for us. He is moving toward sustainability for not only this generation but future generations as well.

Biennial Roots of Resilience Grazing Conference: Resilience for Land & Livestock

March 27-28, 2019
Pendleton Convention Center

Schedule

Wednesday, March 27

8 a.m. Registration
9 a.m. Opening remarks, Sandra Matheson and Doug Warnock, Roots of Resilience
9:15 a.m. Gabe Brown
10:30 a.m. Break, Trade Show
11 a.m. Gabe Brown
noon Lunch
1 p.m. Beth Robinette, Roots of Resilience — The Future of Agriculture
1:30 p.m. Grazing Cover Crops Landowner/Researcher Panel and Q&A, moderated by Chad Kruger, WSU
3:15 p.m. Break, Trade Show
3:45 p.m. Chad Kruger, WSU — Regenerative Agriculture
4:15 p.m. Gabe Brown & Chad Kruger — Putting It All Together
5 p.m. Closing remarks, Beth Robinette, Roots of Resilience

Thursday, March 28

8 a.m. Registration
9 a.m. Opening remarks, Sandra Matheson, Roots of Resilience
9:15 a.m. Temple Grandin
10:30 a.m. Break, Trade Show
11 a.m. Temple Grandin
noon Lunch, Trade Show
1:15 p.m. Chris Schachtschneider, OSU Livestock and Range Extension, Demonstration on Low-Stress Livestock Handling
2:45 p.m. Break
3:15 p.m. Temple Grandin
4:15 p.m. Review and Closing Remarks, Sandra Matheson and Beth Robinette, Roots of Resilience

CARS

Continued from Page 1B

imports threaten America's national security.

Whatever Commerce has concluded in this case, Trump has made clear his enthusiasm for tariffs in general and for auto tariffs in particular. Some analysts say they think Commerce has likely endorsed the tariffs, not least because the president has conveyed his preference for them.

Among Commerce's recommendations “will certainly be tariffs because, hey, he's a Tariff Man,” said William Reinsch, a former U.S. trade official and now a senior adviser at the Center for Strategic and International Studies, referring to a nickname that Trump gave himself.

Industry officials took part in a conference call Tuesday to discuss the possible steps Trump could take. They include tariffs of up to 25 percent on imported parts only; on assembled vehicles only; or on both vehicles and parts — including those from Mexico and Canada. The last option would be an especially unusual one given that the United States, Mexico and Canada reached a new North American trade deal late last year, and the legislatures of all three nations must still ratify it.

In public hearings last year, the idea of imposing import taxes on autos drew almost no support. Even U.S. automakers, which ostensibly would benefit from a tax on their foreign competitors, opposed the potential tariffs. Among other concerns, the automakers worry about retaliatory tariffs that the affected nations would impose on U.S. vehicles. Many U.S. automakers also depend on imported parts that would be subject to Trump's tariffs and would become more expensive.

A similar Commerce investigation last year resulted in the Trump administration imposing taxes on imported steel and aluminum in the name of national security. The administration has adopted an extraordinarily broad view of national security to include just about anything that might affect the economy.

In addition to steel and aluminum, Trump has

imposed tariffs on dishwashers, solar panels and hundreds of Chinese products. Targeting autos would further raise the stakes. The United States imported \$340 billion in cars, trucks and auto parts in 2017.

If the administration imposed 25 percent tariffs on imported parts and vehicles including those from Canada and Mexico, the price of imported vehicles would jump more than 17 percent, or an average of around \$5,000 each, according to estimates by IHS Markit. Even the prices of vehicles made in the U.S. would rise by about 5 percent, or \$1,800, because all of them use some imported parts.

Luxury brands would absorb the sharpest increase: \$5,800 on average, IHS concluded. Mass-market vehicle prices would rise an average of \$3,300.

If the tariffs were fully assessed, IHS predicts that price increases would cause U.S. auto sales to fall by an average of 1.8 million vehicles a year through 2026. Auto industry officials say that if sales fall, there almost certainly will be U.S. layoffs. Dealers who sell German and some Japanese brands would be hurt the most by the tariffs.

“The economic fallout would be significant, with auto tariffs hurting the global economy by distorting prices and creating inefficiencies,

“The 137,000 people who work for Toyota across America deserve to know whether they are considered a national security threat. And the American consumer needs to know whether the cost of every vehicle sold in the U.S. may increase.”

— Official statement from Toyota on Tuesday

and the impact would reverberate across global supply chains,” Moody's Investors Service said in a report. “The already weakening pace of global expansion would magnify global growth pressures, causing a broader hit to business and consumer confidence amid tightening financial conditions.”

Congress could resist the auto tariffs. Sens. Pat Toomey, R-Penn., and Mark Warner, D-Va., have introduced legislation to reassert congressional control over trade. Their



Henio Arcangeli Jr., Sr. Vice President Automobile Division for American Honda Motor Co., Inc. accepts the award for the 2018 Honda Accord's North American Car of the Year award at the North American International Auto Show, Monday, Jan. 15, 2018, in Detroit.

bill would give Congress 60 days to approve any tariffs imposed on national security grounds. It would also shift responsibility for such investigations away from Commerce to the Pentagon.

Some analysts say they suspect that Trump intends to use the tariffs as leverage to pressure Japan and Europe to limit their auto exports to the United States and to prod Japanese and European automakers to build more vehicles at their U.S. plants.

trucks.

Trump is “pursuing something that, as near as I can tell, the domestic (auto) industry doesn't want,” Reinsch said. “Once he pursues it, he is going to be under pressure to give up the one thing the auto industry really does want” — the U.S. tariff on imported light trucks.

For now, many in the industry are upset that the Commerce Department report remains secret, feeding uncertainty. “The 137,000 people who work for Toyota across America deserve to know whether they are considered a national security threat,” Toyota said in a statement Tuesday. “And the American consumer needs to know whether the cost of every vehicle sold in the U.S. may increase.”

The American International Automobile Dealers Association this week called the Commerce Department's investigation “bogus.”

“Now, dealerships must continue to operate under a cloud of uncertainty, not knowing if at any moment their products will be slapped with 25 percent tariffs, raising vehicle and repair costs by thousands of dollars and slashing sales,” the association's CEO, Cody Lusk, said in a statement. ■



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