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OF PUBLIC HEARINGS

Portland papers had an opportunity to cry in their soup this week over the refusal of the house to permit a public hearing on milk control to be held in the house chambers. On the surface the decision sounds foolish; actually it isn't.

Legislators soon learn to evade public hearings. Almost always they are for purposes of giving publicity to some member. Sel-dom do they provide as much evidence as do committee hearings. They are a method of delay and a sort of high sounding rabble rousing.

No way has been devised to prevent feelings from being used as a plea for or against a bill when actual evidence (as defined by a court) is what the committee needs.

Certainly a legislative committee should have all the evidence possible before passing upon legislation that may affect 1,500,000 people. The point is that a public hearing is not a good way of getting that evidence. Speakers express philosophies, ideas, notions without bearing in the subject and the committee chairman has no rules that permit him to rap the gavel on them. He has to rely on shortening the time for both sides which is a feeble weapon. They are like a court in which there are no rules.

As for not holding public hearings in the chambers, members often object to having some one around their desks at night. Papers may be taken or lost. It is

probably a little selfish on the part of legislators, but their desk is theirs for the session and few want some one else occupying it.

There is often need for residents of out state to come to Salem to present evidence before a committee. This may be done at any committee meeting if arranged previously. There is no need for vast crowds, extensive propaganda, tense emotions to further the legislative process which produces a better result if approached calmly.

PRICE FREEZE

Now, after six or seven months after the start of the "police action" in Korea, we have a price freeze. Labor and many businesses have boosted prices in the meantime, most of them in anticipation of the freeze. The fact is that prices are higher right now because of the constant threat of a freeze than they would have been had it not been anticipated.

This means that government has done a disservice to the nation; that prices are and will be higher than if a clear policy had been stated six months ago. We have much more inflation than would have been necessary because prices are higher. A dollar spent for food is now estimated to be worth 43 cents. How this figure is obtained is not known and it may be inaccurate. The Bureau of Labor Statistics is no longer an accurate yardstick because it now includes many items that people do not need; many things that are still pretty much a luxury. But those who buy groceries will not be surprised at the 43 cent estimate.

Producers of farm goods will be little affected by the freeze because the farm bill has established their prices at a percentage of parity and are not included in the freeze order—could not be.

As for wheat there is every expectancy that the loan price will be higher this year because of parity. Wheat growers have had a price near \$2.00 for years while other costs have been going up. And \$2.00 wheat isn't so good as it was a few years ago when labor and machinery costs were lower.

One has to judge that the administration does not really intend to halt the spread of inflation. With the national debt at some \$260,000,000,000 and the need for taxes growing daily it

may have no other course. We may never get economy until we are broke and unable to be other than economical.

There has never been any fun or satisfaction in being the family of a drunken sailor and this latest pledge to resist the temptation to further excesses seems no more trustworthy than a drunks' Sunday morning contriteness.

TAXATION BILLS

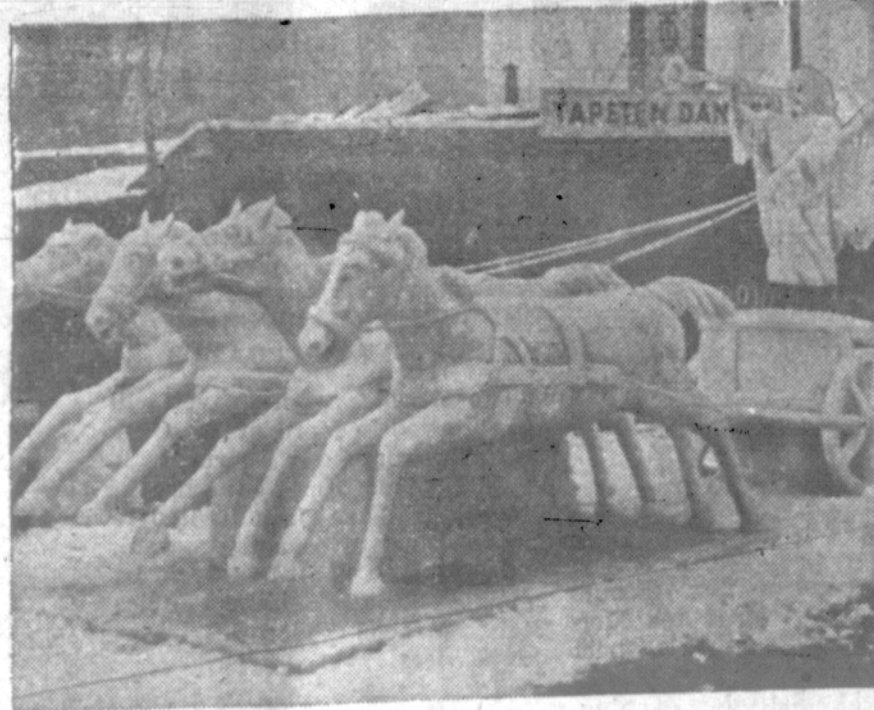
So far in the 46th assembly the taxation problems have not been uppermost. That is customary because it is usually the last part of the session before the means to pay for things becomes important.

Bills to implement the report of the interim tax study committee are coming in rather slowly, partly because of tax commission bills and partly because the interim committee bills are a little hard to write in some cases. The house taxation committee is the trial horse for all taxation measures because all revenue bills must start in the house. That committee has the job of "roughing out" the ideas presented to it.

This year that committee is composed of seven members only one of whom has had previous tax committee experience. Rudie Wilhelm, Portland, is a three term man whose efforts have been in other fields heretofore, is chairman; Ed Geary, Klamath, is seed and beef grower, two sessions man, sound and able, has spent more time and effort paying taxes than levying them; Frank Farmer, Polk, elderly farmer, new man, has reputation for independence and integrity; Don Husband, Lane, lawyer, new man, willing to learn and capable of study; Ivan Laird, Coos, farmer and lumberman, new man, conservative Democrat; Lee Ohmart, Marion, new man, young, successful wants to do a good job; and Giles French, Sherman, many session experience on taxation.

The make-up of the committee does not indicate that it will be greatly influenced by special interests. The members are generally inexperienced but with sound reputations and background.

The problem is to obtain and present enough information in understandable form for the inexperienced men to be able to utilize their good judgement. The job will not be easy, nor will it be impossible. It may be slow.



COLD PEACE IN A COLD WAR AREA . . . This angel of peace driving a four-horse chariot is a big attraction in Stuttgart, Germany. It is carved from packed snow, and it is the work of sculptor Hans Edelbauer who used six truckloads of snow to do the job. It took him four days. The burghers of Stuttgart hope it will be a good omen for 1951. The citizens hope that it won't melt away with the first warm days, as the new peace hopes have faded.

CROWDS

Americans are learning to be in crowds which is undoubtedly a good thing because there are many more Americans and more Americans mean that crowds will be necessary now and then.

Nearly everyone can remember when crowds used to be often disorderly, when fights broke out and hasty young men rushed through the less impatient members inflicting minor bruises to the softer ones. It is not so anymore.

At athletic contests there used to be fights over referee decisions and points scored and there was often much booing and profanity directed at players and officials. Such scenes are now rare.

Perhaps the reason they are rare is that we have become a more disciplined people. There are few Americans who live by themselves or who are accustomed to having all the space in sight for our own private uses. We are familiar with the necessities of such conduct as makes for living together. We walk quietly to exclude, we obey the rules posted on the walls, do not smoke where prohibited and in general conduct ourselves like peaceable and law abiding citizens.

Certainly some of the independent fire of the pioneer has gone

from us, great grandpa would think us sissies; and we are more easily handled by policemen or government agents than before. Perhaps if this orderliness continues, we shall become bait for a dictator and like millions in Asia and Europe be herded to battle or to labor.

Think not? Well not in this generation.

FOOD PRODUCTION ABOVE PREWAR

More food is being produced now than before the war, and more is being consumed. Total food production in the United States last year was slightly higher than in 1949 and 40 percent above the prewar average from 1935 to 1939. Consumption was also well maintained at a level more than 10 percent above prewar. Domestic demand for food continued high as a result of the general high level of economic activity, employment and income, according to the extension department at Oregon State College.

The population of Tibet is believed to be decreasing because of the large number of celebrate Buddhist monks and the practice of polandry.

LEGAL NOTICE

NOTICE OF FINAL ACCOUNT

NOTICE is hereby given that the undersigned has filed in the County Court of the State of Oregon for Sherman County his Final Account and Report as administrator of the Estate of John C. McDermid, deceased, and that Wednesday, the 28th day of February, 1951, at 10:00 A. M. of said day, at the courtroom, in Moro, Sherman County, Oregon, have been fixed by the Court as the time and place for hearing of objections to said Final Account and Report and for the settlement of estate.

Donald O. McDermid
Administrator

T. Lester Johnson,
Attorney for Administrator
Pub.: Jan. 26, Feb. 2-9-16, 1951.

Want Ads

CUSTOM SLAUGHTERING — Meat cutting, wrapping, sharp freeze. Bring them in any day but Sunday. C & C Food Store, Grass Valley, Oregon. 21425

FOR YOUR WILLEYS 4-WHEEL DRIVE PICKUP, JEEP OR STATION WAGON contact Willis Motor Co., West Columbia River Highway, The Dalles, Ore. Also Willys Station Wagons, Jeeps, Sedans Deliveries and 2-Wheel drive Pickups 1 ton equipped with the new F-head HURRICANE motor. Used civilian and military Jeeps. Willys-Overland Parts and Service. 354tn

FOR SALE: House in Wasco. Phone 434. Mrs. Howard Spencer. 11-13p

FOR SALE—Two 1948 Willys civilian Jeeps, 4-wheel drive, low mileage, good rubber. See at Willis Motor Co., West Columbia River highway, The Dalles, Oregon, Phone 3183. 12-2tc

WANTED—An older saddle horse suitable for children 8 to 10. — Paul Fraser, Moro. 13-1tc
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the Railroads **RESPECT**...

What is the **TRUTH?**

the Labor Unions **REPUDIATE** this agreement!

MEMORANDUM OF AGREEMENT

Washington, D. C.
December 21, 1950

1. Establish 40 hour week for yardmen with increase of 23 cents effective October 1, 1950, and additional 2 cents effective January 1, 1951.
2. Set aside 40 hour week agreement until January 1, 1952, and establish 6 day work week for yardmen. Effective with the first pay roll period after 30 days from the date of execution of the formal agreement, yardmen required by the carrier to work on the 7th day to be paid overtime rates except engineers who shall receive straight time rates for the 7th day. This does not create guarantees where they do not now exist. On and after October 1, 1951, three months' notice to be given of desire to go on 40 hour week. Provide for consideration of availability of manpower and 4 cents per hour if and when the 40 hour week actually becomes effective.
3. Settle rules for 40 hour week and 6 day week.
4. Grant yard conductors and brakemen other rules such as daily earnings minimum, car retarder operators and footboard yardmasters as recommended by Emergency Board No. 81.
5. Settle following rules:
Initial Terminal Delay (Conductors and Trainmen)
Interdivisional Runs
Pooling Caboose (Conductors and Trainmen)
Reporting for Duty
More than One Class of Service
Switching Limits
Air Hose (Conductors and Trainmen)
Western Differential and Double Header and Tonnage Limitation (Conductors and Trainmen, all Territories)
6. Road men to receive 5 cents per hour increase effective October 1, 1950 and additional 5 cents per hour increase effective January 1, 1951.
7. Quarterly adjustment of wages on basis of cost

of living index (1 point to equal 1¢ per hour. First adjustment April 1, 1951. Base to be 176).

8. Agreement embodying principles applicable to yardmasters to be entered into for benefit of yardmasters.

9. Effective October 1, 1950, the basic hours of dining car stewards shall be reduced from 225 to 205 hours per month; no penalty overtime to accrue until 240 hours have been worked, the hours between 205 and 240 to be paid for at the pro rata rate.

Effective February 1, 1951, overtime at time and one-half shall accrue after 220 hours have been worked. The basic monthly salary to be paid for the 205-hour month shall be the same as that now paid for the 225-hour month. Except that four dollars and ten cents (\$4.10) shall be added to the present monthly rate effective January 1, 1951.

10. In consideration of above, this agreement to be effective until October 1, 1953, and thereafter until changed or modified under provisions of Railway Labor Act. Moratorium on proposals for changes in wages or rules until October 1, 1953, as follows:

No proposals for changes in rates of pay, rules or working conditions will be initiated or progressed by the employees against any carrier or by any carrier against its employees, parties hereto, within a period of three years from October 1, 1950, except such proposals for changes in rules or working conditions which may have been initiated prior to June 1, 1950. Provided, however, that if as the result of government wage stabilization policy, workers generally have been permitted to receive so-called annual improvement increases, the parties may meet with Doctor Steelman on or after July 1, 1952, to discuss whether or not further wage adjustments for employees covered by this agreement are justified, in addition to increases received under the cost of living formula. At the request of either party for such a meeting Doctor Steelman shall fix the time and place for such meeting. Doctor Steelman and the parties may secure information from the wage stabilization authorities or other government agencies. If

the parties are unable to agree at such conferences whether or not further wage adjustments are justified they shall ask the President of the United States to appoint a referee who shall sit with them and consider all pertinent information, and decide promptly whether further wage increases are justified and, if so, what such increases should be, and the effective date thereof. The carrier representatives shall have one vote and the employee representatives shall have one vote and the referee shall have one vote.

11. If the parties cannot agree on details of agreement or rules they shall be submitted to John R. Steelman for final decision.

The usual protections for arbitrators, miscellaneous rates, special allowances, and existing money differentials above existing standard daily rates will be included in the formal agreement.

** The foregoing will not debar management and committees on individual railroads from mutually agreeing upon changes in rates, rules and working conditions of employees covered by this agreement.

W. B. Sullivan
Brotherhood of Locomotive Engineers
By Grand Chief Engineer

J. B. Sullivan
Brotherhood of Locomotive Firemen
and Enginemen By President

W. B. Sullivan
Order of Railway Conductors By President

W. B. Sullivan
Brotherhood of Railroad Trainmen
By President

M. J. Tinning
Chairman
Eastern Carriers' Conference Comm.

L. D. Bloom
Chairman
Western Carriers' Conference Comm.

Callaway
Chairman
Southern Railway Conference Committee

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