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DECEMBER 9, 1956

FREIGHT RATES

There is a first rate fight coming up in which every shipper must be interested and one in which he may profit if settled correctly.

The administration has suggested that perhaps the Interstate Commerce commission should have less authority over freight rates and that there should be more competition in rates. It is not the first time such a proposal has been voiced and it is certainly more of an economic than a political issue.

The new president of the Oregon Trucking association, Vince Eggleston, objects to the proposition and says "The present interstate regulation of freight rates in the public interest, administered by a public body appointed by the President of the United States, most certainly is preferable to any system under which carriers would be able to fix rates as to have the power of life and death over both individual industries and communities; returning the nation to conditions existing in the latter part of the last century."

He points to the larger profits of the railroads in the first nine months of 1955 with which some reports disagree. In Oregon railroad earnings have been reported as lower.

It is his observation that all transportation companies that are properly managed are doing very well. No one in the trucking business can be unhappy over the growth of that industry and anyone who stands beside the Columbia river for a few hours cannot help but be impressed with the greatly increased river traffic there.

That which should be attempting to gain an advantage seems entirely proper to us. What we do wish is that conditions were such that each could try to gain the advantage by reducing rates. That would help the shipper. Argument over regulatory laws helps the lawyers, who may need the business, but who are a much more restricted group than shippers.

It must be a deep mystery to many citizens to observe two shipping agencies with roadbeds paid for by the government protesting that a shipping agency that provides its own and pays taxes on it is trying to put them out of business by reducing rates. Truckers say that they pay for the use they make of the highways, but it is not the feeling of the voters who have increased truck taxes at every opportunity. Waterway carriers pay nothing now for "roadbed", although there have been several bills since 1938 to charge them for improvements made by the government. There are charges for use of the Panama canal and the St. Lawrence waterways.

The argument that one or more of the shipping systems is trying to crowd out the others is probably true—and certainly not restricted to any one.

Shippers are better off with all of the three major kinds of freight haulers and certainly there is no evidence that any of the three is about to be eliminated. The greater danger is that some shippers will be eliminated because governments do not let rates be reduced. That is, the laws are so complicated that anyone can hold up a rate reduction almost indefinitely.

Shippers would be much better off if trucks, barges and railroads competed in rates instead of in trying to pass laws restrictive to some of them.

CATTLE PRICES

It looks as if lower prices, or rather, poor prices had finally caught up with the beef raisers. Steers are still over 20 cents but other cattle are much lower than for several years. Of course, fat steers were once 36 cents but that was an exception that could not last.

The latest figures we saw showed some 97,000,000 cattle in the United States which is more than has ever been before. For years beef cattle have been increasing in numbers which means that there is certainly a higher percentage of beef cattle than the totals would otherwise indicate.

Beef owners are crowding the markets which often occurs in

times of threatened surplus. Shortage of feed may have something to do with that but so far the price of cows has not dropped as much as fat stuff and that may mean that beef raisers are still confident of market recovery.

It is not likely that many thousand cattle will go to slaughter before the price will strengthen for the nation is eating lots of beef and prices will surely increase before the total number is down to 90 million or thereabouts.

COUNTY MANAGER

Any contemplation of county problems, this county as well as others leads to the conclusion that extensive use of the provisions of the county manager law would lead to an improvement. This is especially true if the projected development of county government would lead to the granting of more legislative authority to counties were achieved.

County Courts are more legislative than executive at the present as the executive power is distributed among the other elected officers who are in charge of their separate functions. The court is boss over the road program and little else. Oregon has a similar system in its division of much executive authority in the three man board of control and its division of power among elected officers.

Under a county manager system the board would be elected by the people and it would be largely a legislative board with power to hire a county manager.

He would have the executive authority subject to control of the board in major matters.

Judicial problems would be in the hands of circuit judges as already prevails in most counties.

We think that there could be a better use of time if there was one man as actual boss of the different branches of government with authority to manage the ordinary county functions such as assessing, tax collecting, keeping of the records and the books.

Two attempts have been made to install the county manager system in Lane county where it was lost through personalities in close campaigns. It was defeated by a wide margin in Clackamas county and after a campaign that had nothing to do with the county manager plan itself, but a lot to do with practical politics.

It is probable that some smaller county will try it as soon as taxes begin to pinch and that it will be found so satisfactory that all other counties will eventually fall in line. This despite our prejudices.

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, her Final Account as Executrix of the Estate of Charles J. Bullard, de-

ceased, and that Monday, January 9, 1956, at ten o'clock A. M., of said day in the court room of the County Court in Moro, Sherman County, Oregon, have been fixed by the Court as the time and place for hearing objections to said Final Account and for the settlement of said estate.

Lucetta Adlard
Executrix
T. Lester Johnson
Attorney for Executrix 6-9c

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fourth Thursday in each month; visiting members meet every second and invited. Moro, Oregon. Catherine Thompson, W. M. Naomi Van Gilder, Secretary

Eureka Lodge No. 121 A.F. & A.M.
Meets on the 1st and 3rd Thursday evenings each month. Visiting members cordially invited to meet with us. Frank Sayrs, W. M. Clyde Gillmor, Secretary

Oregon 4-H'ers Win National Honors

FOUR Oregon 4-H Club members were announced as national winners in the 1955 4-H award programs at the 34th National 4-H Club Congress in Chicago. Each of the winners received a \$300 college scholarship. Their names, the programs in which they were honored, and the donors of their awards are:



Beatrice Barendse, Alice A. Loennig, Glen Klock, Linda Lue Shockey

city and visited the museum, and attended a party at the Aragon Ballroom.

The theme of the Congress was "Improving Family and Community Living." Among the prominent speakers on the program was Dr. Preston Bradley, Pastor of the Peoples Church of Chicago, who spoke on "What Youth Can Do." Other topics presented and discussed were "Understanding Begins With U," and "Working Together for World Understanding."

Entertainment highlights included the appearance of the Purdue University Glee Club and a "Pops Concert" by the Chicago Symphony Orchestra.

The National 4-H Club Congress is a cooperative effort of the Agricultural Extension Service, fifty public-spirited business and civic organizations and individuals, and the National Committee on Boys and Girls Club Work.

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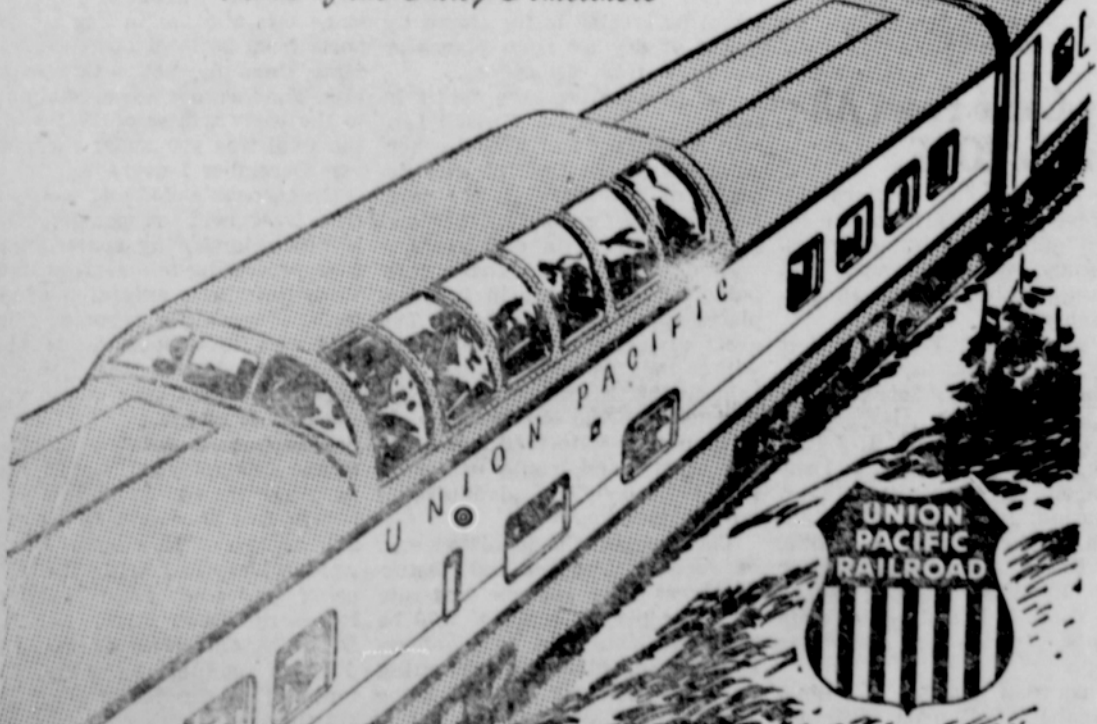
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