

A. T. Lathrop Resigns From Inspection Service

Two men who have served the federal-state shipping point inspection service in the Medford district for many years have reached retired status under the state retirement act. They are A. T. Lathrop of Central Point and D. C. (Sharkey) Goddard of Talent.

Lathrop, who in the off shipping season has operated a general farm at Central Point for the past 15 years, first joined the inspection service in 1926. He later spent an interval of several years with the American Fruit Growers but rejoined the inspection service. His service with the state also included a short period in the foods and dairies inspection field.

Goddard went to work for the state 19 years ago and has worked during the shipping season each year since. Earlier he was with the Suncrest Packing Company for eight years.

Officials of the state department of agriculture, of which shipping point inspections are a part, say that Lathrop and Goddard have both performed their state services well and faithfully.

In his period of service, Lathrop has seen the volume of shipping point inspections in Oregon grow from a few thousand carloads a year to almost 41,000 for the fiscal year ending last June 30. And in the period since Goddard became an inspector the state volume has more than tripled, according to the records at Salem kept by W. L. Close, supervisor in charge of the inspection districts in Oregon. The past year, inspections in the Medford district accounted for 3,861 carloads of the state total or about 9.5 per cent.

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POLIO IS THE ONLY EPIDEMIC DISEASE STILL ON THE INCREASE IN AMERICA—AND MARCH OF DIMES SCIENTISTS SAY THE HIGH PATTERN WILL PROBABLY CONTINUE UNTIL SOME MEANS IS FOUND FOR PREVENTING THIS DISEASE.

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4 YEARS... 1948-1951 132,000 PATIENTS

JOIN MARCH OF DIMES... JAN. 2-31

Publicly Owned Land Studied as Tax Source

A land economics committee preparing for the 1952 agricultural conference to be staged at Oregon State college is studying publicly-owned lands as source of tax revenue.

The committee is considering a recommendation that all federal revenue producing property pay into local tax collection agencies an amount equal to the tax assessment if the property were in private ownership, according to C. A. Tom of Rufus, land economics committee chairman. Committee secretary is J. C. Moore, Oregon State college extension conservation specialist.

A special "task force" headed by Elmer McClure, state grange master, has also been set up to study forest taxation problems.

Proponents of the tax on federally-owned, income-producing land point out that almost 53 percent of Oregon's land area is owned and managed by various agencies of the federal government. In addition, another 5 percent is owned and managed by state, county and municipal agencies, leaving 42 percent or 26,192,000 acres as a tax base for the

greater portion of Oregon's real property tax requirements.

The state's total land area is slightly more than sixty-one million acres.

The committee points out that federal and state lands contribute to local taxing units but in varying amounts depending upon the agency managing these lands. National

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forests, for example, contribute 25 percent of the total revenue derived from sale of forest products. An additional 10 percent goes for roads and trails.

During periods of booming forest product markets, counties receive sizable returns, but in periods of slack activity, income to counties may be little or nothing.

Thus, the committee observes, it is impractical for county budget committees to anticipate and plan on this spasmodic source of revenue.

Where title remains with the federal government, Indian lands do not make any return to local tax units. However, the federal government does supply services such as roads and schools.

ENERGETIC COUPLE—

Maynard, Mass.—Mr. and Mrs. Albert C. Larkin plan to celebrate their fiftieth wedding anniversary on Christmas Day with a skating party. The couple has gone skating on each wedding anniversary except last year, when there was no ice. He is 75; she is 71.

TAKES WRONG TRAIN—

Beeville, Texas—As 125 Beeville railroad firemen and their guests waited for the principal speaker at their annual banquet, a telegram arrived. It was from Olin Culberson, chairman of the Texas Railroad Commission. It read: "Took the wrong train." Culberson was in Bellville, Texas, when he should have been in Beeville.

ACCIDENT CAR A CASUALTY

Waco, Texas—On its first official trip, Waco's shiny new accident investigation car swerved to miss a taxicab and plowed into another car. The police vehicle had \$200 worth of crumpled fenders, grill-work and headlight.

TOWING DANGEROUS—

Columbus, Ohio—James H. Law was peacefully towing an auto down the street, when the towed car swayed and hit a parked car. The parked car rammed one in front of it. The towed auto fell on its side into the path of an oncoming car. In the confusion, one of the autos backed into a utility pole, knocking out power for a mile south. It was all fixed up again—an hour and twenty minutes later.

9 DIE IN HOUSE FIRE—

Summerville, S.C.—Two mothers and seven children were burning to death before dawn in a fire that destroyed their frame house. The only survivors were an old couple grandparents of all of the children.

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