

# Tour, Discussion Coincide With Pilot Meat Inspection Program



**INSPECTING MEAT**—Dr. Ray Mast, veterinarian and meat inspector, is shown here with part of the group of citizens who toured the Medford Meat company plant Thursday afternoon. Dr. Mast was explaining how an inspector examines the lymph glands of a freshly slaughtered beef animal as part of the process to determine the animal's condition and its

fitness for consumption as food. Under the pilot program of HB 434, inspection teams have been working throughout the state to determine present conditions in packing plants, and obtain estimates of staff needed, estimated costs of carrying out the program and other information for presentation to the next legislature.—(Brainerd photo)

## Projects Sponsored By Women Voters; Seek Adequate Law

A citizen's tour of a Medford meat packing plant and slaughter house, followed by a forum discussion at the Jackson county courthouse was sponsored Thursday afternoon by Medford League of Women Voters.

The projects were part of the league's work to educate the community to the need for adequate, compulsory state meat inspection.

The tour and forums were planned to coincide with the conclusion of a meat inspection project operating under the so-called "pilot program" set up under House Bill 434 passed by the last Oregon legislature. A crew of three lay inspectors and one graduate veterinarian, is now working in Medford and Grants Pass and has been in the area three weeks.

### Many Make Tour

Making the tour of the slaughterhouse and packing plant, Medford Meat company, were members of the league's meat inspection committee, members of a nutrition study group of Jackson County Public Health association, members of the legislature and candidates seeking election, retail merchants, producers, plant owners and consumers.

With the group were Dr. R. C. Sexauer, assistant state veterinarian with the Oregon Department of Agriculture, who is in charge of the field work for the pilot program, and Russell T. Daulton, meat inspection analyst with the same department. The group observed the entire process of slaughtering beef animals, and were conducted through the plant by Orrin L. Brown, operator.

HB 434 provides for continuous inspection during the slaughtering process, with both ante mortem and post mortem inspection. With those in the group observing, Dr. Mast explained how the inspection is carried on using an animal which had just been slaughtered. He explained the conditions of the organs and glands for which the inspector watches, and said if certain conditions led the inspector to question the animal, a more detailed examination is made and at times the glands may be incised.

### One Abcessed

One of the beef organs examined by Dr. Mast as the group watched proved to be abcessed and it was explained that such a condition is not uncommon and does not necessarily mean the entire carcass must be discarded, but only the infected organ.

Later the group toured the cold room and Brown explained the various inspection and grade markings on the sides of beef and how the grades were determined by the inspector. It was pointed out later by Dr. Sexauer that many persons are confused on the matter of grading and inspection. He stressed that grading and inspection are two different services for two distinct purposes; grading is to determine the quality of the meat and does not indicate, for instance, under what conditions the animal was slaughtered.

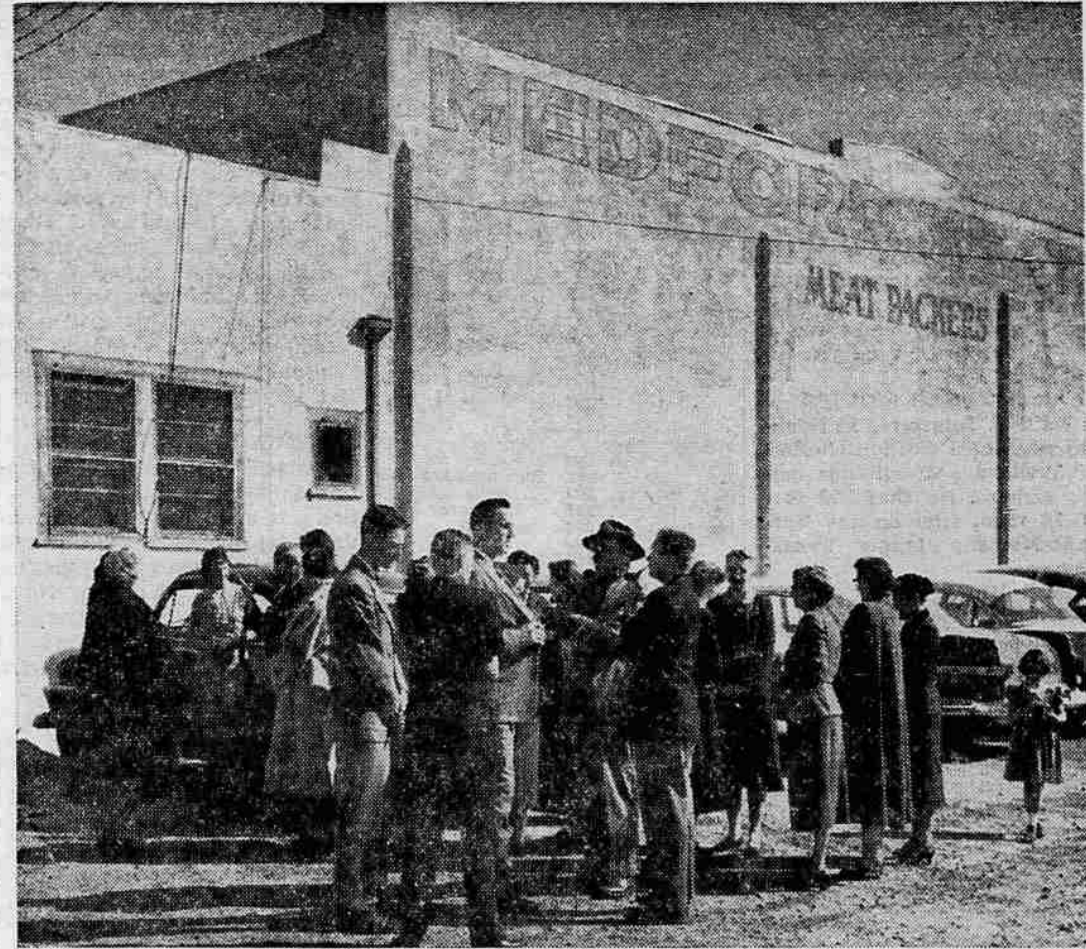
The tour at the plant also included the room where such products as wieners and hams are processed.

At the forum it was brought out that the temporary meat inspection bill was passed by the legislature on the demands of citizens who believe that quality meat should be available to all at a fair price, and that the Oregon League of Women Voters and its various local leagues had worked for several years toward this goal.

### To Be Replaced

Since the temporary pilot program must be replaced by a permanent program, it was said that citizens want a law which will provide the necessary inspection of slaughtering, like that observed earlier at the plant, and of processing, grading, labeling, packing, canning, sale and transportation. It was further said that many citizens wrongly believe the present laws provide these services, but that they do not, on a state-wide basis.

It was pointed out that Brown had voluntarily provided federal inspection for his plant, and paid



**TOUR PLANT**—Pictured here is a group of citizens who visited Medford Meat company's plant on Table Rock road Thursday afternoon. The tour was sponsored by Medford League of Women Voters as part of a community-wide information project to keep alive interest in statewide compulsory inspection of meat. In

the group were Dr. R. C. Sexauer, assistant state veterinarian in charge of the field work in meat inspection set up under the pilot program of HB 434, and Russell T. Daulton, meat inspection analyst. Both are with the Oregon Department of Agriculture.—(Brainerd photo)

for the service, but that nine other plants in the valley are uninspected or inadequately so.

Under present conditions, according to information brought out at the meeting, meat may be "bootlegged" across state lines and meat which will not pass inspection laws in the states around Oregon is brought into this state and sold.

### Several Phases

Dr. Sexauer and Daulton explained that the pilot program has several phases. It not only provides for the inspection of the meat plants but also for a continuous study of the necessity and desirability of inspection which will provide material on the conditions found in the plants, on sanitation deficiencies, and insanitary practices found as contrasted to proper practices. It is also to determine what the approximate cost would be, how extensive a staff would be needed to carry on the inspection and other relative facts.

It was also brought out that the pilot program is also an educational one as far as the plants are concerned. The teams have been operating in the state since last September and are now in the 11th area. A complete report will be made to the next session of the legislature.

### Cost Given

Daulton explained that it is thought an adequate program would cost about \$400,000 per year, with about 12 per cent of this for administration. Since there are about 400,000 families in Oregon, this would be about \$1 per year per family. The present program applies to pork and mutton, but does not include poultry, and it was brought out that many believe it should do since poultry conditions are also said to need attention.

The question of financing the meat inspection program was discussed, and Brown stated the industry would be unable to bear the cost. He pointed out that in the highly competitive meat business, packers in Oregon could be forced out of business if put into an unfavorable position as compared to California and Washington packers.

It was pointed out that some cities, such as Portland and Klamath Falls, have adequate programs of city inspection and that under the law they would be free to retain their own programs or use the state's.

**Plant Conditions: Good**

Discussion at the forum brought out the fact that the plant just inspected was operated under good conditions, and that, under the meat inspection law, it is the aim to have all plants properly operated. It was said that when packers are properly educated and the law properly implemented, all plants could maintain year-around sanitary conditions.

During discussion of labeling it was brought out that consumers should know what the labels mean and look for them when purchasing meat. "Consumers must be alert," it was emphasized,

and men in the group particularly spoke of the health dangers inherent in consumption of meat unfit for use as food. Many dairy cows are slaughtered for use as beef, it was said, even though more often unfit than are range animals.

### Support Still Needed

Passage of a law is not the signal for an end to support and effort, league members emphasized, particularly since HB 434 was enabling legislation and will be reviewed at the coming ses-

sion of the legislature with permanent features, such as financing, established. HB 434 was based on HB 99, and is said to have all the desirable features which were incorporated in the first bill.

League members and others attending the session are anxious that all consumers inform themselves of the meat situation and see that adequate appropriations are provided to carry out the purpose of the meat inspection law.

## Medford High Students to Take Special PE Classes

Several Medford high school students will take special physical education courses as the result of Rogers Physical Fitness Index tests recently given 200 sophomores as part of the physical education program.

The test, given in response to President Eisenhower's publicly announced concern for the physical fitness of American youth, is designed to identify pupils who are sub-par in physical fitness.

The students will receive physical education work suited to needs and designed to bring fitness up to a desirable level, according to Superintendent Leonard Mayfield. Another test will be given in May to check progress of the pupils.

The May test will include examinations to determine right and left hand grip, back muscle strength, leg muscle strength and lung capacity. Separate tests and evaluation standards have been established for boys and girls.

Lee Ragsdale, in charge of the physical education program, reported that the average score on a national basis for students taking the tests is 100.

Average score for Medford high school boys taking the test was 103 and average score for girls was 94. Highest score for boys here was 144 and for girls 163. Lowest score for Medford high boys was 54 and lowest for the girls was 47. Some 25 per cent of the boys at the high school scored more than 115 and 25 per cent of the girls scored above 109. A total of 75 per cent of the boys scored more than 91 and 75 per cent of the girls scored more than 77.

Ragsdale explained that statistics on the state level will not be released for publication since the testing is not intended to be competitive.

Sophomores who scored less than 90 will be given special assignments for part of each physical education class period. The work will be selected to correct individual weaknesses. Case studies will be made of several pupils who had the lowest scores

to determine factors causing lack of fitness.

In a recent statement to the school board, Medford high school officials said, "We feel that the 75 per cent of our boys who tested above 90 can be brought up to a minimum score of 100 by our regular conditioning program. We owe it to the other 25 per cent to see that their specific needs are met. How well this can be done in a short period of time will be shown by the results of our May re-test."

The Rogers test was administered at Medford and 11 other Oregon schools selected as "pilot centers" for the Oregon Pilot Physical Fitness program. Testing personnel from the University of Oregon and Southern Oregon college worked under supervision of Dr. H. Harrison Clarke, research professor for the university school of physical education.

Oregon is reported to be the first state to respond with official action to Mr. Eisenhower's appeal for improved physical fitness of youth in the nation.

A recent event to arouse national interest in physical fitness was the Kraus-Hirschland statistics comparing fitness of European and American children.

The report noted that 58 per cent of American children tested failed one or more of the six simple tests, while only 9 per cent of the European children failed one or more of the tests.

## Repair Program in Siskiyou Started

Yreka—Siskiyou county county road department has launched a repair and construction program to put roads and bridges back in good condition by early fall.

Major phases of the project include replacement of the member bridge, repair of Scott River rd., replacement of the bridge across Scott river at Kelsey Creek, realignment of a portion of Grider Creek rd. to a higher level, realignment and raising of the old Klamath River rd., and repairs to the Salmon Mountain rd. from Etna to Sawyers.

Also on the program will be the section from Sawyers to Somes Bar and from the Forks of Salmon to the end of the road above Cecilville. Butte Valley roads also will undergo repairs.

Realignment on Gazelle-Callahahan rd. will follow completion of the Scott River rd. project.

The civil defense agency has furnished approximately \$35,000 for road projects in the county and additional funds are expected from the agency within the next few months.

## Four Crater FFA Boys Win State Awards

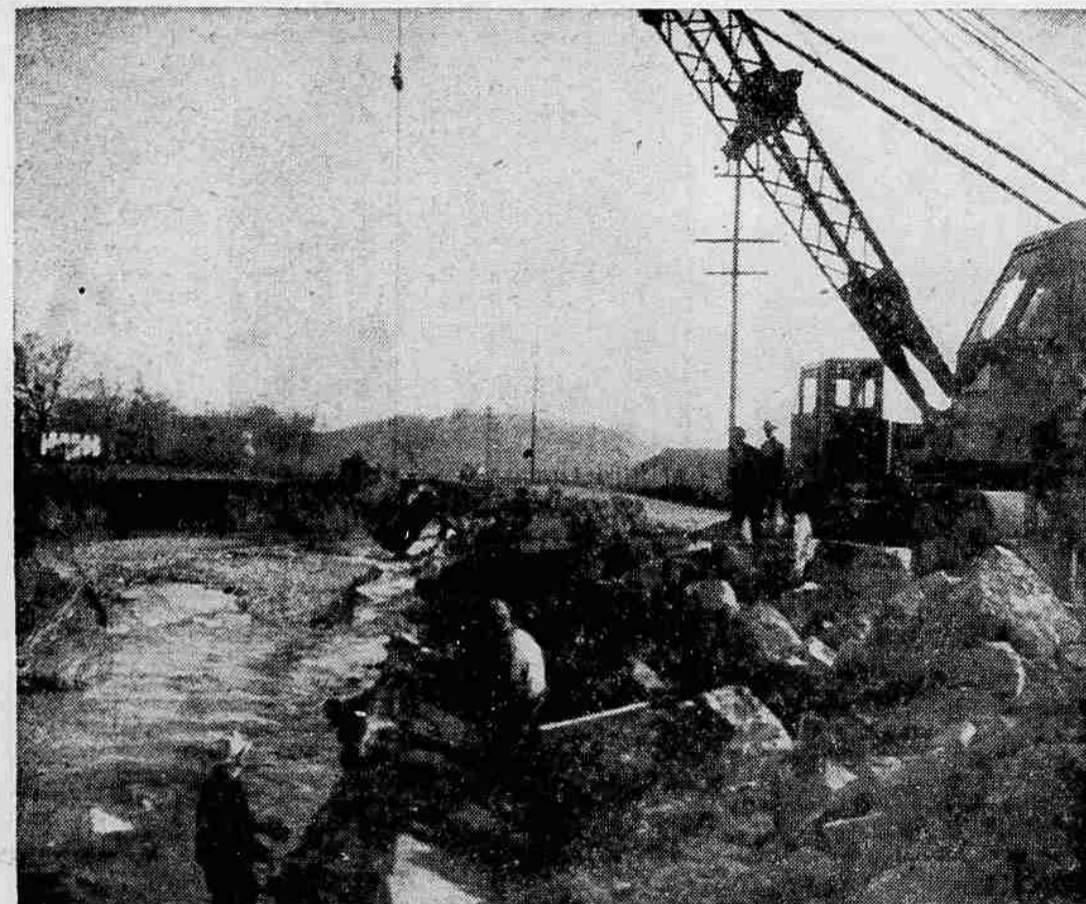
Central Point—Four members of the Crater High school chapter, Future Farmers of America, earned FFA state farmer awards at the recent 28th annual state FFA convention at Oregon State College.

They were Norman Barnes, Clifford Norman, Morton Gossett, and William Ryan, all of Central Point.

The award is the highest given to high school youths taking agriculture. Boys are judged on supervised farming projects, activities and accomplishments in the chapter and knowledge of farming and FFA work.

Crater chapter adviser is Leonard Kunzman.

Portland—(U.P.)—Parker Schram Company, Portland, was apparently low bidder with \$37,539 for construction of McNary power house switchyard line No. 6 and McNary-Big Eddy tower No. 11, Bonneville Power Administration has announced.



**REPAIR WASHOUT**—Workmen from the county roads department lower a "camp white leg" into place at the spot on Jacksonville-Central Point highway where Jackson creek washed the road. The cement foundation piers are useful in tying in the rock wall to the back fill. The pioneer Hanley home is in the back-

ground with the eroded meadow toward the foreground. Black soil extends down some seven feet to yellow clay underpan. Gold colors, plentiful along the area, come from old Daisy creek, scene of early mining.—(F. J. Clifford photo)

## Jacksonville-Central Point Highway Reopened As Works on Others Continues

With increasing pressure of spring traffic demands, Jackson county road and bridge crews are well underway with repairs of damage wrought by the February and December floods.

One of the worst spots, where ramping Jackson creek gaged into the Jacksonville-Central Point highway, has been completed and repairs are nearing completion in most other parts of the valley.

The Jackson Creek damage required almost 3,000 yards of rock and fill-dirt to mend nearly 500 feet of damaged roadway. Boulders varying from 100 pounds to more than two tons were lifted and swung over the bank and lowered into the road bed.

Carl Kite and Bill Rees handled the boulders in crushed rock. Bill Bowman operated the 30-40-foot boom crane, pivoting so he could watch the choker-chain set by L. F. (Slim) Cutbirth onto the quarry-produced rock.

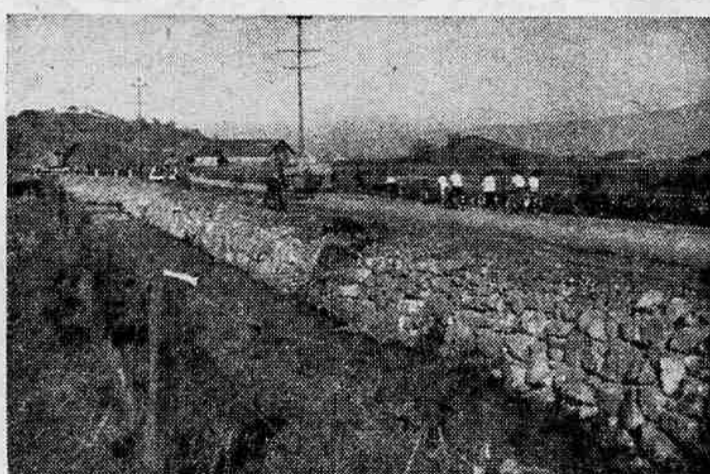
The boulders were eased over the side and swung into place, often being srowed aside in order to have the bed filled or lessened so that rock could be placed as permanently as possible.

The crane operator was also responsible for protecting the workman, who must work with faith in the crane operator.

The heavy rock wall banking the road bed and separating it from Jackson creek is nearly six feet high in some places. The work temporarily closed the road.

Although the highway closure was an inconvenience to drivers in the area, workmen did not hurry the job, partly because of safety factors and partly because they were attempting to do a permanent job.

A wide variety of the county's modern road and bridge building and repair equipment has been



**ROAD REOPENED**—Young bicyclists take advantage of the recent reopening of the Jacksonville-Central Point highway. Rock work shows the extensive repairs made after flooding Jackson creek washed out much of the road. Paul Lynch, county roads department employee, and other crewmen are shown setting guard posts.—(F. J. Clifford, photo)

used in all road repairs. The mobile crane employed on the Jacksonville-Central Point highway job was moved from another work site.

With the crane came a dump truck driven by Earl Acorn and a power loader driven by Bernie Moore.

The big diesel-powered grader had hardly completed the repair work when traffic streamed past. Paul Lynch was in charge of guard rail setting, aided by Damon Floyd and Perc Potheir. Crane Moved

The crane is to be moved to below Gold Ray dam for rock rap work on the road there, and then to Talent for pile driving on bridge, unless emergency work demands the crane elsewhere.

The nearly 1,000 miles of county roads and 300 bridges are under supervision of County Engineer Paul Rynning, General Foreman Bill Wattenberg, and Construction Foreman D. J. (Bud) Clifford.

## Construction of New Luxury Hotel Planned

Richard King, San Diego, Calif., head of the corporation which will build a luxury highway hotel at 722 North Riverside ave., is expected to arrive in Medford within the week in regard to plans for building the establishment.

The property, which consists of about a half-acre is now occupied by a dwelling and demolition of the property will get underway as soon as the lease held by occupants has been released.

The new highway hotel will consist of 34 units and the installation will include a swimming pool. The corporation plans to install other motels throughout the state. They now have about 50 such units in California and operate on a credit card system, with reservations wired ahead.

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