The rising price of meat: who, if anyone, benefits?

By D. Wag Jazllum

A state of uncertainty exists concerning the future of youthful air travel in the United States after last year's Civil Aeronautics Board decision that found youthful fare, as well as other discount travel class "unjustly discriminatory" (see The Tech, March 24).

The CAB moves slowly, however, and before it will order the discount travel class cancellations, it must determine how the cancellation should affect the rest of the structure, i.e., how much regular fares should be reduced.

Mr. Huntington, a Transportation Industry Analyst, expressed doubt that a final decision would appear before the end of the summer, however, another CAB official said, "It would not be surprising if this happened sometime this year."

Huntington also mentioned that bills have been introduced in Congress to provide an exception allowing youth fares. He cited the example of reduced fares for clergy which were similarly found discriminatory, but were reinstated by Congress, although in a somewhat different form.

Before the CAB decision is finalized, the issue must be taken up before an administrative law judge, where it will be fought by the airlines who generally favor youthful fare as a means of developing a future market. Roy Tate, Director of Public Affairs for Eastern Airlines, said that youthful fare was 20 percent of the airline's business.

By constitutional mandate, the CAB cannot set fare ceilings lower than those currently in effect. Thus far, the CAB has relied almost entirely on the merchant's good faith to maintain prices below those set by the CAB.

Some Republican members of Congress labeled the CAB as "bureaucratic," as well as inefficient. Texas Republican John Tower said that he would hold up re-authorization of Nixon's move, but he doubts it can be reversed.

The CAB has been criticized for its cosmetic effect on the price structure. Republicans are more interested in their position as of the end of the last legislative session than in what should be discussed. Each committee should submit its report to the President, and the project of fixing the CAB, the CAB itself, to the last price fixing.

By James Moody

[Refers to a number of events and decisions in the CAB decision process.]

By Walter T. Middlekoff

A recent study of the effects of the CAB's decision on the spiral meat prices is locating the major contributors to the price increases which have climbed steadily during the last few months, reaching all-time high levels two weeks ago.

Additionally, in the past few months, meat prices have continued to rise, reaching all-time high levels two weeks ago. The main reason has been the spiraling meat prices, which have climbed steadily over the past few months, reaching all-time high levels two weeks ago.

The CAB moves slowly, however, and before it will order the discount travel class cancellations, it must determine how the cancellation should affect the rest of the structure. Therefore, instead of fixing the CAB to the last price fixing, the project of fixing the CAB, the CAB itself, and its role in the economy should be submitted to the President, and the President's report to Congress, and the study of the CAB itself, to the last price fixing.

By D. Wag Jazllum

A state of uncertainty exists concerning the future of youth air travel in the United States after last year's Civil Aeronautics Board decision that found youth fares, as well as other discount travel class "unjustly discriminatory" (see The Tech, March 24).

The CAB moves slowly, however, and before it will order the discount travel class cancellations, it must determine how the cancellation should affect the rest of the structure, i.e., how much regular fares should be reduced. Mr. Huntington, a Transportation Industry Analyst, expressed doubt that a final decision would appear before the end of the summer, however, another CAB official said, "It would not be surprising if this happened sometime this year."

Huntington also mentioned that bills have been introduced in Congress to provide an exception allowing youth fares. He cited the example of reduced fares for clergy which were similarly found discriminatory, but were reinstated by Congress, although in a somewhat different form.

Before the CAB decision is finalized, the issue must be taken up before an administrative law judge, where it will be fought by the airlines who generally favor youthful fare as a means of developing a future market. Roy Tate, Director of Public Affairs for Eastern Airlines, said that youthful fare was 20 percent of the airline's business.

The CAB moves slowly, however, and before it will order the discount travel class cancellations, it must determine how the cancellation should affect the rest of the structure. Therefore, instead of fixing the CAB to the last price fixing, the project of fixing the CAB, the CAB itself, and its role in the economy should be submitted to the President, and the President's report to Congress, and the study of the CAB itself, to the last price fixing.