

Asthma Sufferers Hard Hit by Smog In New Orleans Area

New Orleans — (U.P.) — Two asthmatic patients died and more than 200 others were treated at hospitals between midnight and dawn today as atmospheric conditions, including smog, touched off one of the worst conditions for asthma sufferers in many years.

A Charity Hospital doctor described the condition of the patients as "unusually severe" and said the rush in the emergency room was the worst in memory.

Attacks Severe

Dr. George Ramsey of the Charity hospital emergency staff said the attacks suffered by the asthma victims were severe and added:

"It's a miracle we didn't lose more."

The dead were identified as Jules Glapion, 65, a Negro, and Joe Adams, about 60.

The Orleans Parish coroner's office said that it was "purely coincidental" that the two who died during the attacks had been asthmatics. However, a spokesman admitted that one died of a heart attack, which could have been brought on by the breathing difficulty. An autopsy was to be performed on the other. Charity doctors, however, emphasized that their deaths were brought on by the asthma.

The weather bureau reported a loss of fog and smog during the cool night. A spokesman said the condition was unique because there seemed to be a considerable amount of dust late yesterday afternoon and through the night.

Dr. Ramsey said a sudden change in the weather usually is the cause of a rush of asthma victims. But he said last night was the worst he had ever seen.

Smog rolled into the northeast section of the city again last night for the seventh consecutive night.

Hundreds of trapped motorists sat glumly by their cars on a stretch of the main highway to Mississippi for several hours last night and early today waiting for the smog to lift.

New Orleans police tried to shepherd cars through, but only a trickle was able to roll.

Court Upholds Verdict in Dalles Pineapple Incident

San Francisco — (U.P.) — The U.S. Court of Appeals has affirmed a lower court verdict awarding the Hawaiian Pineapple company \$201,274 in damages against the International Longshoremen's and Warehousemen's union for union activities during a 1949 dock strike.

The court also upheld a lower court verdict freeing more than 100 individuals of responsibility and ordering the pineapple company to pay court costs and other fees.

The suit was filed after Hawaiian Pineapple bypassed a dock strike in the islands and sent a bargeload of pineapple to The Dalles, Ore., behind a tug.

Pickets from the ILWU local protested the unloading of the barge. In an ensuing disturbance, they dumped four truckloads of pineapple into the Columbia river.

The fruit was finally moved to the company's San Jose, Calif., cannery.

A jury in Portland Federal court awarded Hawaiian Pineapple damages, but it refused to place responsibility on any one individual. The union appealed the damage verdict, and the company appealed the court cost verdict.

The appeals court said "There was probably an inconsistency in the verdict" but upheld it anyway.

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Italian Seaports Fight for Control Of Merchant Fleet

Rome — (U.P.) — The port cities of Genoa and Trieste are engaged in a bitter cold war.

At stake is control over more than one-quarter of the Italian merchant fleet, worth many million dollars.

Trieste claims ownership of the ships. Genoa claims they would be no use in a port which has no hinterland left.

The fight started as soon as an improvised Trieste was returned to Italy under the Italo-Yugoslav agreement of October, 1954, after 11 years of first, German and then Allied occupation.

The Italian government, which has controlling interests in all leading shipping lines, refused to return the merchant fleet of the Lloyd Triestino to Trieste as long as the city was not part of Italy. It awarded the ships to Genoa, where they added to that port's thriving traffic.

Two Liners Returned

By last October, Trieste was in the throes of its worst ever economic crisis. No sooner was the city reunited to Italy than it started clamoring for the ships.

The government took a first major step towards meeting Trieste's requests when it returned the liners Saturnia and Vulcania earlier this year, making Trieste the starting port of their run to New York. Some smaller ships followed.

Temper in Genoa blew up recently when reports spread that the Lloyd Triestino motorships Asia and Vittoria, serving the Far East route, also would be returned to Trieste.

A delegation of Genoese shipping operators, led by a former merchant marine minister, Paolo Cappa, rushed to Rome and asked Premier Antonio Segni to stop the transfer. Segni assured them that no decision had been made and that the matter would be carefully considered.

Genoa Fears Damage

The Genoese argument is that the ships are no use in Trieste, which has no hinterland left. Only effect of the transfer, the Genoese said, would be that foreign shipping lines would replace the Italian lines on the runs from Genoa, thus damaging Genoa without helping Trieste. Genoa's competitor, the French port of Marseilles, also would benefit from the removal of the Italian ships to far-away Trieste, the Genoese claimed.

The port of Genoa serves a wide hinterland including the industrial areas of Milan and Turin and all of land-locked Switzerland. Railway connections from Genoa to central and northern Europe also are better and faster than from Trieste. The shortest railway line from Trieste to Vienna passes through Yugoslavia, which has no interest in helping Trieste's traffic by easing tariffs.

Genoese businessmen who have poured considerable sums into a project for construction of an airport near the city said the airport too would be of no use if Genoa lost its maritime connections.

Trieste's answer to these arguments was:

"We need the ships to overcome our economic crisis. And besides—they're ours."

Rabbits Targets Of Hanford Gunners

Camp Hanford — (U.P.) — Soldiers who man the giant 75 millimeter guns and Nike guided missiles guarding the Hanford atomic plant were plinking away at rabbits with .22 caliber rifles today—on specific orders of the Army.

It seems, according to an Army order issued to the 5th AA Group, the rabbits are "destroying the esthetic appearance" of the camp's gunsites.

The guns are located in the desert around the sprawling atomic reservation and the soldiers have gone to a lot of trouble to plant corn and wheat and grass—anything green—to hold down the central Washington dust and make the isolated gunsites a little more livable.

But the rabbits have been keeping the pretty green things chopped off at the ground. Not only that, but the Army says there are "hordes" of the critters.

So the Army issued a directive calling for "extermination of all rabbits."

Television Permit Sought at Coos Bay

Washington — (U.P.) — Koos, Inc., has requested authority to build a channel 16 television station at Coos Bay, Ore.

KOOS had filed for this same authority three years ago but withdrew its bid. Its new application, filed before the federal communication commission late yesterday, came only a few days after Pacific Television of Eugene, Ore., had applied for the same construction permit. Pacific TV owns KVAL-TV at Eugene.

The annual loss on worthless checks may run as high as \$300,000,000.

Upper Colorado Project Will Go To Congress Again, McKay Says

Denver — (U.P.) — Interior Secretary Douglas McKay has assured backers of the huge Upper Colorado Storage project that the four-state, multi-development program will be resubmitted to Congress next session with the full support of the Eisenhower administration.

Ike Hasn't Wavered

After a 25-minute bedside conference with the President here yesterday, McKay said "Mr. Eisenhower hasn't wavered an inch" in his support of the project. The Upper Colorado authorization bill was shelved by the House last session.

The interior secretary said he expected the Upper Colorado project, along with the Fry Canyon project in southern Colorado, to be included in the President's State of the Union message early in January.

"If the projects aren't included in that message," said McKay, "they probably will be the subject of a special message shortly afterward."

McKay said the Interior department was continuing its support "of the original bill." The Senate-passed version called for a billion dollar program and included the controversial Echo Park dam phase bitterly attacked by conservationists.

The House version eliminated the Echo Park phase and a number of participating projects in the four-state area of Colorado, Wyoming, New Mexico and Utah covered by the project.

McKay was vague on whether he thought the Echo Park phase would be included in the bill when the legislation is reintroduced. He refused to speculate on its chances for passage.

Jury Selection in Fong Trial Stalled

Portland — (U.P.) — Final empanelling of a jury to hear the second trial of Sherry Fong on a first degree murder charge was stalled here today when two of the 12 jurors chosen earlier were excused.

Attorneys had previously chosen a panel of eight women and four men. Late this morning, however, Doris E. Farrell telephoned that she was ill and Judge Alfred P. Dobson excused her.

Laveta F. Goulder was dropped by stipulation of attorneys on the basis of a letter from a physician that she needed to be near her husband who is ill.

Mrs. Fong and her husband, Wey Him, were convicted last spring but the verdict was overturned and new trials were ordered. They chose to be tried separately.

The jury was dismissed after it was chosen yesterday but will be locked up until the end of the trial, which may take about three weeks.

About 80 per cent of teachers in U.S. public schools are women.

Wednesday, October 26, 1955

MEDFORD (OREGON) MAIL TRIBUNE—ELEVEN

San Francisco, Calif. — (U.P.) — Al Reese, a nature-minded aviator and two co-workers were busy this summer depositing from the air more than 4,000,000 fingerling trout in 700 mountain lakes in California. Last year, while flying the same kind of "mission," the three "planted" 3,500,000 trout.

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