

Korea Veterans Reminded Of Benefit-Termination

Many Oregon State Korea veterans, in night school or part-time training under the Korean GI bill, should accelerate their training if they wish to complete all their courses before their GI benefits terminate, R. J. Novotny, manager of the Portland Veterans administration regional office, warned today.

Under the law, a Korea veteran's termination date is eight years from the date of his discharge or release from active duty. In no event may he take GI training beyond Jan. 31, 1965.

Veterans may not be paid GI educational allowances after their termination dates have passed, Novotny explained.

As an example, a veteran cited the fact that a veteran discharged in 1955 faces a termination date next year.

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Small Worlds Around Us

By LYNN M. WATKINS

(Register and Tribune Syndicate 1962)



Those traditional showers that occur in the wildflowers of May, and some of the most important ones are the "wake-robins."

Sluggishly and silently they sleep in the frozen forest floor during the winter months.

The beating rain, lashing unhindered through the leafless trees, saturates it, turns it wet and soggy and alerts the seeds, roots, bulbs, and rhizomes. May comes and with it the awakening woodland floor.

This one is avoided by small children as well as by nectar loving bees. It is visited by small carrier flies attracted by the odor. Looked at closely the colors somewhat resemble a piece of over-ripe beetsteak.

Another variety of trillium is called the Toadshade by some folks because of an old legend that claimed loads sought the three-cornered shade of the wake-robins when the spring sun shone brightly through the bare limbs of the woodland trees.

There are many kinds of trilliums, commonly called "wake-robins," all members of the lily family and all seeming to prefer to grow in moist, shady woodlands, or alongside stream banks.

Among the favorites of children and adults who search the spring woods for wildflowers, are the dwarf, painted, nodding, and large-flowered trilliums. The purple variety has a repulsive odor slightly similar to putrid

meat. This one is avoided by small children as well as by nectar loving bees. It is visited by small carrier flies attracted by the odor. Looked at closely the colors somewhat resemble a piece of over-ripe beetsteak.

However, no actual record can be found where any toad ever sought the shade of this plant. Another name used in some areas was birthroot; perhaps because the leaves lie curled in the roots during the winter, waiting to be born in the spring.

The trilliums are interesting from many standpoints, one of which would seem to be the arrangement of the flower parts, always in threes. Three petals, three sepals, three leaves and three stigmas. The flower itself is almost

ways solitary, a single blossom nodding above the whorl of pointed leaves.

Gregarious Plants

Usually the trilliums grow in colonies, seldom is one found growing alone.

Some dwarf trilliums push their heads up through melting snow. These early risers contradict the meaning of their name, since someone, whose chronological sense was a little off balance, named them wake-robins because he thought the first robin awakened the flower, causing it to rear out of the ground, knowing that spring had come.

Actually, the wake-robin is awake and in blossom before the first robin arrives from its winter vacation. Perhaps the name implies the flower is wide awake and ready to greet the early arriving bird. A little inconsistency hardly beget any plant hardy enough to spring from an almost frozen floor.

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IN MEMORIAL—A hooded ghost was present at this accident scene at Sioux Falls, S.D., as it looks over the already standing signs in memory of four persons who were killed at the corner previously. Let's not have a sign in your memory on Memorial Day! (UPI)

Memorial Day Start of Deadly Summer Pleasure Driving When Casualties Mount

Editor's note: This week begins the grim annual count of vacation bloodshed on the nation's highways. If the past is any guide, Memorial Day will be a deadly beginning to three months of summer pleasure driving which more than 10,000 Americans will lose their lives needlessly. Here is a message to drivers from Bradford M. Crittenden, commissioner of the California Highway Patrol, written for United Press International.

Dear Driver:

You probably have read predictions on the number of traffic deaths expected during most of our major holidays. They are part of a standard appeal to drivers to be extra cautious through these periods when accident totals "climb."

Unfortunately, the predictions too often are true. Even more unfortunate is the fact that on many so-called average week ends when no predictions are issued and no fatality totals publicized—deaths run as high or higher than during holiday periods.

And week days are no exception. Traffic deaths occur on week days, too. They mount up monotonously, day after day, week after week, until by the end of a month there are several thousand.

During the three summer months which are about to begin, for instance, there will be 10,500 traffic deaths in the United States.

Today that's a prediction. A little over three months from now it will be a reality. The frightening part of this statement is that 10,500 lives have been committed as traffic fatalities.

These people aren't dead yet. Is there no way in which they can be saved?

Point to Police

About this time, the accusing finger points at me, and police officers all over the nation. "What are you doing about this, Mr. Enforcement Officer?" The citizens' questions usually add up to that. What is enforcement, what is engineering, what is somebody else doing?

Frankly, we have done much, all of the agencies, both public and private. And we will do more. But I don't want to talk about officialdom today. I want to turn the finger of accusation upon the one group which really can do something about traffic accidents, America's drivers. I think it is time they answered their own question.

What are you doing to make our highways safer, Mr. and Mrs. Driver?

Not nearly enough, in my opinion.

Own Contribution Important

I'm not talking about the support you could provide law enforcement, or the stern demands you could make for stricter punishment of violations, or the backing you could provide private safety organizations.

These are all important, but not as important as your individual and very personal contributions as drivers.

Let me ask you another question. If you can answer it in the affirmative, you will have made a sizeable contribution toward reducing accidents.

Do you, as a driver, want traffic safety stronger enough to drive at all times as if a traffic officer were looking over your shoulder?

Have you ever noticed traffic when a patrol car comes into view? Everyone "gets legal" and stays legal. In California we call it visual enforcement.

Drivers trim their motoring sails in a hurry, and for a very practical reason — to avoid a citation. In the process, they automatically begin to mind—the goal we have in mind—safer driving—because drivers who comply with the law are far less likely to be involved in accidents.

Self-Enforcement

But what about those times when no traffic officer is around to "remind" you of your obligations? Are you willing to accept the responsibility to drive legally even when no officer is present? Are you willing to follow a policy of self-enforcement?

Only you can answer the question. The correct response can do more than all the enforcement agencies, highway builders, and safety groups combined to enhance your motoring safety.

It could make that figure of 10,500 deaths this summer nothing more than an exaggerated prediction.

Yours sincerely,
Bradford M. Crittenden
Commissioner, California Highway Patrol
Sacramento, Calif.
May 26, 1962

Fog Causes Delay In Search for Plane

Renton, Wash. — (UPI)—Heavy fog today delayed the resumption of a search for three men in a light plane missing on a flight from Seattle to Westport.

Aboard the missing aircraft were the pilot, Leon Coles, Renton; Clinton Julson, Seattle, and Harold Manifold, Renton.

PARTY DAMPER

San Diego, Calif. — (UPI)—Six police cars and a paddy wagon put a damper on an already damp party during the week end. The law routed some 300 revelers from San Diego State college who were hurling water-filled bags and balloons.

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