

Your Money's Worth

By SYLVIA PORTER
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WASTE AND DUPLICATION IN DEFENSE BUDGET

Can our ever-swelling, record-sized defense budgets be slashed by billions of dollars without endangering our military power or undermining our economic strength? Of course they can.

Before the 1964 budget even went to Congress, Secretary of Defense McNamara had pared it by billions. The Department of Defense has initiated an unprecedented program of cost-cutting which already is producing annual savings of \$1.9 billion and is designed to hike the rate of savings to over \$3.4 billion per year by fiscal 1965. Budget-cutting enthusiasm in the House is the highest in years and, says Melvin Laird, Wisconsin Republican who is a member of the House Defense Subcommittee of the Appropriations Committee, "We are going over everything with a fine-tooth comb. We are asking basic questions and examining basic issues." Billions can be cut in defense costs - all in the areas of waste, duplication, excesses.

The 1964 defense appropriations bill is scheduled to reach the House floor next week. The Senate is expected to have a bill on the floor by Aug. 15. Hearings have been taking place in so many different committees of the House on different aspects of the bill - space, civil defense, appropriations, procurement, etc. - that even the Congressmen involved have lost track of all the pieces.

But the legislation is now approaching the critical stages and, this year, the significance of the size of the defense budget to all of us goes beyond the obvious. How much and when Congress votes tax cuts for individuals and corporations to stimulate our economy and create jobs and paychecks will depend on how much it also votes for defense.

That waste, duplication, excesses exist in the Department of Defense is indisputable. A few days ago, Sen. Paul H. Douglas, the Illinois Democrat who is chairman of the Subcommittee on Defense Procurement, released the hearings his committee held this spring on the defense budget. Among those testifying was U.S. Comptroller General Joseph Campbell who reported on over 200 reports made since 1960 by the General Accounting Office on Defense Department activities. A sampling . . .

The Air Force bought \$365,000 of new trucks while the Army had new trucks as surplus available for transfer. In 1960, the Air Force bought \$6.7 million of excess replacement equipment.

The Marines in Japan ordered \$1.2 million of spare parts for planes no longer in use in Japan.

The GAO examined 4,409 items of excess property, found 405 instances where available excess and surplus property valued at \$3.1 million was not claimed and used by the military services although needed by them. The GAO estimates that in 1961 alone, \$65 million of excess and surplus property should have been claimed and used by the services.

The Army Corps of Engineers disposed of 25 10-ton crane shovels costing \$341,200 which were new or in economically repairable condition while planning to spend \$12 million to replace them with similar crane shovels.

The Defense Department spent \$13 million to transport personnel and baggage overseas on commercial flights while scheduled military planes to the identical destinations had room for most of these passengers. Unused MATS capacity to the same places amounted to nine times the passenger load sent on commercial lines and 20 times the baggage load.

Due to non-competitive bidding on contracts, one missile component subcontract for \$1.5 million included a 58 per cent profit. On another contract for 272,000 fillister head screws at \$1 each, \$500,000 was wasted before it was discovered that the competitive price was 55 cents.

At one point the Navy was maintaining \$6.8 million of emergency vehicles at an annual cost of \$550,000, despite the fact that manufacturers were set to supply the vehicles immediately, if needed.

Under McNamara the DOD is making impressive progress on economizing and this story will be reported tomorrow. But the examples of waste, duplication, excess, pile one on top of the other.

Almost daily, the Comptroller General makes a new report on needless and poor buying. The DOD is trying hard to recoup on its sales of surplus property but in 1962, its sales of \$4.1 billion brought in less than 4 cents on each dollar originally spent. The department has \$8 billion in inventories in its military stock funds - but it has yet to determine what items should be in the stock funds.

Next: McNamara's cost-cutting drives.

County Legislator Reviews Activities of 1963 Session

(Editor's note: James Redden, Democrat, is one of the freshmen representatives from Jackson county in the 1963 Oregon Legislature. The following summary of the legislative session was written by him for the Mail Tribune.)

By JAMES REDDEN
Much has been written of the performance and accomplishments of the 1963 Oregon Legislature. Little, however, has been written by its members. I appreciate the opportunity granted by the Medford Mail Tribune to comment on this session in which I served.

Why was it the longest and toughest in the state's history? Because the problems facing it were the greatest for a few years in history. Were there disappointments? Certainly. When facing hundreds of issues ranging from a new constitution to a tax program, nobody thought that everyone would be happy with every bill passed. The Governor (so early in the session that no fair appraisal could actually be made) called us a "do-nothing" session, but now points with pride to passage of 30 of the bills requested by him. Let's take a look at part of our record:

Civil rights: While other states in the North and South did nothing and now face the prospect of ugly race-riots, the Oregon Legislature again moved ahead in the legislative field. House Bill 1394, assisting minority groups in job opportunities and housing, quietly passed both the House and Senate.

Capital punishment: Oregonians will again vote on retention or abolition of capital punishment. This most important legislation died in committee in the 1961 session, but went through in 1963.

The budget: A \$426 million proposed budget, including \$20 million to be provided for by bonding (with voter approval) was submitted by the Governor. This was cut to \$404.2 million from the general fund, with a \$30 million bond issue for higher education buildings to go on the ballot. Some \$16 million was cut from state agency budgets with \$13.7 million put back where it would do more good.

In spite of this budget trimming of \$21.8 million, services will not be drastically reduced.

Education: Higher education received \$77.3 million for their general fund operating budget in addition to \$1.7 million for salary improvements. The salary portion was in addition to the built-in merit raises already provided for. A \$44 million building fund was provided, with a portion of this subject to voter approval.

Some \$141 million was appropriated to school aid, an increase of about \$10 per child. Special programs, community colleges and the department of education and vocational rehabilitation did well.

Consumers: A law requiring a listing of interest on installment contracts won a rough fight, as did milk control and bread labeling.

Highway safety: Three bills dealing with highway safety (seat belts, probable cause and eluding patrol cars) passed, although other sessions had been unable to pass similar legislation.

Sex deviates: Certainly the most well thought out legislation of its kind was passed by this session. Hours and hours of work went into these bills in an attempt to effectively grapple with this problem without depriving persons of due process of law. Although I question the merits of this legislation, I did serve on the subcommittee that reported the key bill in the package. We may have taken a step forward. As one of only three House members voting against the key bill, I do have my doubts. The important thing is that as rewritten, the rights of the accused will be protected. If my opinion of this legislation is incorrect, the state may very well benefit by these bills without trampling on individual rights.

Air pollution: An antipollution bill - with teeth - passed both Houses. This is another field where such legislation has died in prior sessions.

Subdivision control: A bill to effectively control fraudulent subdivisions was passed, again after many hours of committee work rewriting the bill. This measure is designed to prevent frauds in this field which are so common in other states and which have been a problem in eastern Oregon.

Conciliation courts: A "pilot program" for conciliation courts was approved. Oregon's alarming divorce statistics demanded action in this field.

Boxing regulations: Regulations to protect the participants were strengthened. This will save lives in Oregon.

Psychologists: The licensing of psychologists to prevent quackery in this field was provided for. Again, Oregon is

among the first to move ahead in this field.

Governmental reorganization: A department of commerce bill was passed by both bodies. A major reorganization bill, this is another that has died in prior sessions but was passed by the 1963 session.

The constitution: After months of committee work, HJR 1 passed the House of Representatives and died in the Senate. This was the session's biggest disappointment to many. It should be remembered, however, that approval of two-thirds of both the House and the Senate was needed and the Senate was but three votes short of this. A new constitution is not a lost hope. The reluctance to do away with our traditional elective offices was the reason for its defeat. With changes in this section, such a measure could easily pass. Many feel that this could well pass in the next session without any amendments.

Taxes: This was the problem. The people demanded services and complained about taxes. For the first time since World War II, the Legislature had no surplus cushion. If you stop to realize that the only "good tax program" is a reduction, you know that a popular tax plan will never be found. I preferred the House measure which was killed by the Senate. I felt it was less painful and that it was fair all around. The tax bill that did pass, increasing income taxes, will pinch, but will not rob initiative.

A general sales tax, not recommended by the Governor, was not passed. Support for such a measure was actually late in coming. The Senate version (3 per cent with exemptions for food, gasoline, feed, seed and fertilizer) was unpopular in the House because it was deceptive. History in other states shows that these exemptions disappear fast when the plan is adopted, and the people should know what they are actually voting for. Because our financial problems are actually just beginning, a general sales tax may well go before the voters after the next session. Those who regard it as a panacea may well be disappointed if the history of other states is a good indication.

Figures showed that a family of four with an income of \$8,000 per year and a \$15,000 home would save some \$53 per year on property taxes - and pay \$100 plus in sales taxes. No matter how a tax is collected, it comes from income and it always hurts.

It is generally conceded that this was the hardest working Legislature in history and the 670 bills that passed after consideration of 1,413 bills, speaks well of the work done in this session. Many bad bills died. It should be known that resistance to pressure groups for self-interest legislation is an important legislative task. In this field your 52nd Legislative assembly rated high. No group faced with the monumental tasks facing this session could make everybody happy, but that was not our job.

One point which many people miss is that the occasional squabbles between the Houses, and/or political parties make better headlines than attempts to dramatize long committee sessions dealing with a wide variety of bills, some of which are about as interesting to read as a telephone book. The last week, with all of the legislators exhausted and anxious to adjourn before the voters the most biting debate of the session. This was a natural reaction of reasonable men, and was not typical of the many long hard weeks preceding those closing days.

With changes in procedure, I think that these sessions can be shortened without depriving Oregonians of their traditional right to be heard. Combining committees, requiring earlier deadlines for introduction of bills, coupled with a

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CREDIT BUREAU of MEDFORD

'Joe' Apparently Made Getaway, Too

Dallas - (AP) - "What's going on here?" security patrolman A. M. Hurl asked a man he caught dashing out the back door of a closed service station.

"I'm with Joe," the man said, "he's in the back." He motioned toward the interior of the station, jumped in a car and drove away. Hurl ran in the station. He found no "Joe." But he found a cigarette machine broken and the change missing.

Sheriff's Reserve Participates in PPC

Ten members of the Sheriff's Reserves Saturday had a shoot on the Medford police department firing range, according to the Jackson county sheriff's department.

Highest score was posted by Jerome Nye, Medford, 84.4. This was the first time on the range for the reserves. The FBI approved practical pistol course consisted of shooting .38 caliber pistols from standing, sitting, kneeling and prone positions at seven to 60 yards using both right and left hand.

Instructors were Medford Police Lt. Jack McMillan and Sgt. Glenn Wright, sheriff's office. Buford Johnson attended as reserves' coordinator. The reserves furnished their own ammunition.

Policemen Patrol Streets in Harlem

New York - (AP) - A beefed-up force of more than 100 policemen today patrolled a section of Harlem where street fights involving 1,000 Negroes erupted Monday night.

Twenty-five Negroes were arrested and two policemen were injured slightly in the melee.

Police said many of the officers called into the area during the brawl remained on duty through the night.

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Another service from the 13 Shell dealers of Medford

7 things to tell your son when he first borrows the family car

1. Remember what you learned to get your driver's license, and you'll be a better driver. Eight out of ten car accidents stem from improper driving practices - such as speeding, failing to yield right-of-way and following other cars too closely. Truck drivers and other professionals have very few accidents - mile for mile, about one-quarter as many as other drivers. The professionals know the rules of good driving - and obey them.
2. If the car won't start, there are a number of simple things worth trying. Use the starter in short bursts. Press accelerator to the floor once, then release it quickly just before you try starter.

With manual shift, keep clutch pedal all the way down. With automatic transmission, make sure gear selector is at exactly the right spot.

Note from Shell: We recently published an advertisement with 7 simple starting tips. For a free copy, write to Shell Oil Co., P.O. Box 236, N.Y. 46, N.Y.

3. Courtesy is contagious - and adds to everyone's driving pleasure. Nobody ever cured a traffic jam by losing his temper. If you can keep your sense of humor and wait your turn, everyone will probably get where he's going sooner - including you.

Another suggestion: It takes only seconds to let someone enter the roadway ahead of you, but it can save the other driver minutes. Just remember to signal the car behind you that you're slowing down or about to stop.

4. Cars respond to good care. Have the oil, battery and water checked every time you stop for gasoline.

When you're driving, listen for unusual mechanical sounds. If you hear one, have it checked right away. It could save a big repair bill later on.

On rough roads, take it easy - tires are tough, but they are destructible.

Note: For a free copy of Shell's 12-page booklet, "44 ways to make your car last longer," write to the Shell Oil Company, P.O. Box 236, New York 46, N.Y.

5. Don't take other drivers for granted. They sometimes do unexpected things. In the U.S. in 1962, they ran into stationary objects more than 164,000 times.



June is prom time - and many a young man will be borrowing the family car for the first time. Here, Shell dealers offer seven driving tips that can be useful to him all his life.

So don't be too optimistic. Cars do sometimes enter intersections carelessly - especially when there's no stop sign. A car coming from the other direction might swing into your lane on a hill or curve.

Your best protection is to drive defensively. The only driver you can really be sure of is yourself.

6. If you're going to be late, call home. And if car trouble is the reason, call the nearest service station, too.

Don't try to make repairs close to a busy road - could be dangerous. Instead, park well off the traffic lanes, put the hood up to show you're disabled - and wait in or near the car until help arrives.

Note from Shell: Thousands of Shell dealers go to special training schools each year. There, they learn how to spot trouble in a hurry. They can be helpful to you in almost any emergency.

7. Have a good time. So far, almost everything you've heard about cars has to do with safety. Now you're about to find out what a pleasure they can be. Here are the keys. Just take your responsibilities in stride. And have fun.

Comforting fact for parents: Drivers with less than three months' experience account for very few serious accidents - a good sign most new drivers do take their responsibilities seriously. So you can relax.

MEDFORD SHELL DEALERS DE-BUNK A MYTH ABOUT CAR CARE

It's a myth that you should let some air out of your tires when traveling on a hot day.

Today's tires are built to take the extra pressure that builds up during hot weather driving. So, don't deflate them on hot days - or you may find them very low the following morning. Do get your Shell dealer to check your tires before you start a long trip. Proper pressure will decrease chances of tire trouble during hot weather highway driving - also lead to longer tire life.

That's the real lowdown. You can count on your local Shell dealer for straight facts and honest work. See him regularly.



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TUESDAY June 25
Starting 10 A.M.

SAWMILL
3 ft. Band Head Rig; Filer & Stowell 35 ft. 3-Block Carriage; Shot Gun Feed; A.C. 48" x 8" Edger with 150 h.p. motor; 32 ft. 17-Saw Trimmer; 170 ft. Log Hauler 2 sections with 8" x 15" rollers; 18 ft. 3-Arm Log Stop and 18 ft. Log Unloader and Turner; 10 ft. Bar Chain and Pond Saws; Complete SAWMILL FILING ROOM, etc.

RESAW DEPARTMENT
Marshall 65" Resaw, 150 h.p. motor; Portland Iron Works Line Bar (New #1); Nicholson Sub-Bar; Sumner 53" Chipper & 64" Chipper (New #1); Sumner 48" x 15 ft. Shaker; Diamond #45 Hog; Mosner #4 Barter (New #1); Tremendous Quantity of Roll Cases, Trough and Belt Conveyors; Transfer and Incline Units, etc.

PLANING MILL
Station-Ross 25 x 6" 4-Knife Planer with chrome bed plates, profile, carriage head and 24 ft. pineapple feed table; American 8" x 12" All Electric Moulder; PLANING MILL GRINDING ROOM with quantity of extra heads, etc.

DRY KILNS
(60) Moore 24 ft. x 100 ft. Double Dry Kilns; 10,000 ft. 30" x 40" Rail; (400) 48" Kilm Trucks; 21 ft. Elec. Transfer Cars; Moisture Meters.

OTHER EQUIPMENT
Boiler House and (4) Williams 72" x 18 ft. Boilers; I.R. Horiz. Air Compressor w/100 h.p. motor; Murphy Diesel AC Generator; Blowers; Machine Shop; Blacksmith Shop; Tremendous Quantity of Parts and Supplies; Electrical Gear; Switches, Transformers; VERY MODERN Office Equipment and Machines.

ROLLING STOCK
(3) Hyster 15,000# Forklifts; (3) Williams 54" Lumber Carriers; Atlas-Chalmers HD-14 Crawler Tractor; 5 Yd. Dump Trucks & Pickups.

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254 ACRES River Front Property, 1/2 mile frontage on Columbia River; Dredger docks, railroad sidings, executive home on waterfront; warehouses, office building, loading facilities and (36) houses. Real estate only subject to Board of Directors' acceptance of high bid. All Machinery and Equipment will be sold without bond or reserve! Real Estate will be offered by Licensed Real Estate Broker, Ed Potter, Real Estate Salesman.

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