

Herald and News

FRANK JENKINS
Editor
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BILLBOARD

By Bill Jenkins

Every time I go down into my basement these days I'm confronted with a big pile of old cardboard cartons, boxes, sheaths, folders, etc. These come from numerous sources, mostly the grocery store. Others turn up from such widely divergent sources as gifts from other people, original boxes around purchases I have made, take-home from the office and the miscellany that results from seeing something too good to throw away.

In midsummer these boxes are a menace. They fill up space that should be used for other purposes. They get in your way and you fall over them in the semi-dark that seems to be the only lighting ever afforded a basement. They collect dust and dirt. The dog chews them up and then I have to clean up the mess.

However, if it were around Christmas time I would want all these boxes. People always need lots of boxes around Christmas time. With this view in mind I am beginning to wonder why we don't build up a "plenty of boxes for Christmas" idea in our community? It would be fairly simple. All we need to do is set aside a suitable space out in a big field somewhere where we can pile up all these boxes. All year long when you have a surplus in your basement you pack out the overflow and put 'em on this vast community dump. Then, come December, you go back out and root through the pile until you find what you want, take 'em home, wrap up your packages and mail 'em. Simple.

If the weather were to prove exceptionally inclement we might have to erect a tarp paper roof over the pile. Perhaps fence it in to some extent with chicken wire to

keep the boxes from overflowing. Then, on Christmas Eve, it would be a cheery sight to touch off all the remaining boxes — and there would still be plenty of them — and watch the red flames leap up against the snowy winter skies. Plus clearing out the space for next year's accumulation. If it served no other purpose it would at least get some of those boxes out of your basement.

Sorry to note that another of the holiday accidents had to be tacked up near the Moore Park skating area. One of the numerous deer that make the park area their summer stamping grounds was stretched out dead in the parking lot opposite the rink when we drove by Tuesday. A mile evidence this someone wasn't paying close enough attention to his driving.

One other brief note on the usual holiday death toll: Chevrolet has announced that they will make seat belts and shoulder harness optional equipment on their 1956 models.

A step in the right direction, perhaps, but only if people will use them. I wonder if enough people will trouble to buckle themselves into the rigs to make any dent in the death toll?

Latest word from Ducks Unlimited is that this year's crop is already well on the wing and will probably set a new high for recent years. Saskatchewan leads in production with Alberta and Manitoba coming along behind.

At least one reason for this gain was June rains in the agricultural belt up there prevented summer fallowing and enabled many stubble-nesting mallards and pintails to raise broods.

THE DOCTOR SAYS

By EDWIN P. JORDAN, M.D.
Ever since the turn of the century there has been a continuing decline in mortality so that each successive generation has had a better chance of survival than the last. Much of this gain has occurred because of the lowered mortality in infants and early life results, principally, from the decline in the childhood infectious diseases.

But the improvement has occurred with groupings as well. Of the men who were 20 years old in 1910, according to the bulletin of a large life insurance company, three out of five survived to celebrate their 65th birthday, whereas of those 10 years younger only slightly over half (57 per cent) reached the age of 65.

Women, as usual, did better. If the current trends remain unchanged more than two out of every three born over 20 years old and more than 4 out of 5 women of the same ages will survive beyond their 65th birthday.

From these rather dry figures it can be seen that the improvement in life expectancy has affected not only infants at the time of birth, but also those who have reached mature life.

Although as individuals we cannot tell just when we shall go, information of this sort does give us something to work on. In families where there are young children, for example, the chances are now less than 1 in 100 that one of the parents will die within the next year. In families where the husband is 20 years old and the wife 19 with an infant child the chances are only 9 in 1000 that the husband will die within five years.

With increased age the situation is not quite so good — where the father is 35 years old the chances are 15 to 1000 that he will die within five years.

We cannot rely, of course, on belonging to the lucky group; more often than not the husband is the first member of a family to die and each year more than 700,000 families in the United States alone are broken by the death of the husband or wife.

Death, of course, can come in many ways but it is interesting to confirm the old saying "If you want to live a long time, choose long-lived ancestors."

A study of 15,000 insured persons who had reported two or more close relatives with disease of the heart, blood vessels, or kidneys acquired before the age of 60 revealed that their chances of dying were about 40 per cent higher than standard or "ordinary" risks.

Of those who, in addition to having a family history of heart, blood vessel or kidney disease, were slightly overweight or had a slight elevation in blood pressure the mortality was 70 per cent higher than standard.

SAM DAWSON

NEW YORK (AP)—The ghostly highway death toll over the Labor Day weekend is spurring the auto industry today to stress new safety devices.

Car makers can't keep motorists from running into each other, but industry spokesmen say the injuries can be cut by at least a third if safety devices on 1956 models are used.

Meanwhile Chrysler and Ford have each given Cornell University \$200,000 for an automotive crash research program. Using the highway as a laboratory, Cornell works with state medical societies, departments of public health, police and traffic enforcement agencies in North Carolina, Virginia, Maryland, Connecticut, Indiana, Minnesota, Arizona, Vermont, Texas and the city of Minneapolis.

Ford is crashing cars together deliberately at Dearborn, Mich., in a national safety forum and crash demonstration so that doctors and state police officials attending the two-day event can see what happens to the life-like dummies inside. Latest safety devices are being shown.

Cornell's studies show that 40 per cent of all injured drivers are hurt on the steering assembly. Ford engineers are demonstrating a deep-center safety steering wheel which slowly gives way under crash impact, distributing the shock over the driver's chest rather than let him be impaled on the steering column after the wheel collapses.

Indiana state police research shows that a passenger's chances

of escaping injury in an accident are twice as great if he isn't thrown from the car by a crash. Auto engineers are coming out with new safety door latches which they say will keep doors from springing open under impact.

Most of the new models will be equipped with—or can be equipped with—seat belts, much like those with which airplane passengers have long been familiar. These belts will help keep occupants inside the vehicle.

They also will cut down the chances of passengers being thrown against the instrument panel. Cornell research shows that 38 per cent of those injured in the front seat are hurt on the instrument panel.

Crash cushioning for the instrument panel and sun visors is being demonstrated by Ford engineers, who claim the padding is five times more shock absorbent than sponge, and distributes the force of an impact over a wider area of the head or body.

A final device being shown is a safety rear view mirror with a new backing which engineers say cuts the chance of glass falling out when shattered.

With several million more cars expected to hit the highways next year, the number of crashes may rise even over last weekend's grim rate, but the industry hopes its new devices can at least cut the injury and death toll.

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They'll Do It Every Time

By Jimmy Hatlo

ALL THE PICTURES LENZO THE CAMERA BUG TAKES OF LITTLE KIDS SEEM TO BE TAKEN FROM THE WRONG END OF A TELESCOPE...



BUT OF SOMETHING BIG LIKE THIS HE GETS SUCH A CLOSE-UP ALL THAT SHOWS IS ONE TENTH OF ONE PER CENT OF THE SUBJECT...



James Marlow

Associated Press News Analysis

WASHINGTON (AP)—An old man, West Germany's Chancellor Adenauer, arrives in Moscow this week to talk with the Kremlin chiefs, knowing they may be waiting for him to make his final move.

The Russians had invited him to discuss diplomatic, trade and cultural relations between the two countries. He said he wanted to talk about something else too, something that was closest to his heart—the reunification of Germany and the freeing of German war prisoners.

The fact that Germany is still torn apart, that East Germany is held by the Communists, is a family tragedy for him and all Germans.

But if Adenauer, lacking just four months of being 80, has any hopes of a settlement on Germany from the Russians — on his terms, not theirs — they must be modest hopes. He is a political realist.

Adenauer has been a kind of heroic postwar figure, a man of character and vision. Under his leadership, and with American help, West Germany has surged back amazingly from the ruins of 1945.

His allegiance has been to the West, not to Russia. What the West wants is a united Germany, just as Adenauer does, with free elections in which the people can choose their own government.

The West has been confident a united Germany would choose a government which, with or without Adenauer at the head, would follow his policy of a rearmament many in a military alliance with the West.

But the Russians and East German Communists have dashed a price-tag in front of Adenauer. He wants a united Germany; West Germany must pull out of the Western Alliance.

What they'd like is an unarmed, neutralized Germany. Afterwards, they could hope the new Germany would turn east. Adenauer shows no sign of willingness to pay their price.

He has feared that the West, in its desire for a peaceful settlement in Europe, might settle with the Russians on terms which would leave Germany divided, perhaps permanently.

The Eisenhower administration has assured him this country will insist on German unification as part of any agreement with Russia on Europe. President Eisenhower and Vice President Nixon did what they could to strengthen his hand before his journey to Moscow.

Last week they called upon the Russians to show their good intentions by permitting Germany to be united. But in the end the United States, Russia, Britain and France — as the victors over Germany in World War II — will have to make the final settlement on Germany.

The West will attempt to do that when the Big Four foreign ministers meet in Geneva in October. What the Russians say to Adenauer in Moscow may indicate what they are likely to say later at Geneva.

If Adenauer were to show weakness at Moscow — a willingness to buy German unification at the Russian price — he would critically undermine the Western foreign ministers before they ever reach Geneva. He shows no sign of doing so.

But because he is old and pro-Western the Russians may feel they can stall on Germany until, through his death or retirement, he gives way to a successor who is easier to deal with.

Along NATURE'S TRAIL

with Ken McKeon

There are a few economists who hope to predict that given a couple of decades of time our increases in population in America will automatically take care of the agricultural problem. These hopefuls, connected generally with bureaus of the federal government, are not as assuredly well-informed as they seem to be.

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New KF GOC Made Ready By Members

Klamath Falls Ground Observer Corps' new tower is so near completion that the first watchers were expected to be on duty to report air activity Tuesday.

The new tower was made necessary when the U.S. Air Force decided to build the new jet air base at the Klamath Falls Municipal Airport. The USAF will take over the use of the control tower for its use forcing the GOC to find new quarters. The GOC had been using the airport tower since January, 1953.

Local firms have contributed materials and GOC members aided in the construction of the new tower. The tower is located near the Klamath Forest Protective Association's office on the hill to the right of the Weed-Ashland junction.

Local GOC officials reminded Klamath Basin residents that the USAF needs the help of civilian sky watchers to supplement its radar screens. The USAF figures show that 99 per cent of all aircraft activity in the northwest is detected by radar. The remaining one per cent, which escapes the radar nets and is detected by the GOC, may contain the planes carrying the lethal nuclear bombs.

Dedication of the new post is planned for Sunday, September 18, at 3 p.m. with the public invited. Klamath residents will hear USAF officers tell the need for such posts over the country.

The new post has fewer steps to the top so members will find it easier to climb to the observation room. The GOC is in need of additional watchers. Call 8006 or 6871 and learn how to join the patriotic organization.

HAL BOYLE

NEW YORK (AP)—An open letter to a young man just starting kindergarten:

Dear Junior,

You are about to take the most important step of your young career. Don't approach it too light-heartedly. Kindergarten can be the best year of your life. But it isn't all just one mad whirl. It is also a chance to get in a lot of hard sober work—work that will pay off in later years (when you're 9).

Naturally, you should have your share of good clean fun. But also try to keep in mind the dictionary definition of kindergarten: "A school for young children conducted on the theory that education should be begun by cultivating the normal aptitude for exercise, play, observation, imitation and construction, and emphasizing the necessity of social training."

If you will memorize this definition, it will help explain some of the seemingly nonsensical things you will be asked to do, such as learning to gallop like a horse to piano music, when what you want to do is make a noise like a jet plane.

Here are a few sound tips on how to get off to a good start in kindergarten:

1. Don't arrive looking like a bum. Put on your snappiest suit, your brightest necktie. Be a stand-out in your class, so that when you arrive the other kids will nudge each other and ask, "Who's he?" Boy, wonder where he got those snazzy, two-tone shoes?

2. Your mother, of course, thinking you are still a child, will want to ferry you to school the first day. When she introduces you to your teacher, you should look up to your teacher and say warmly, "Hello, Mrs. [Name]."

3. After a few days, tell your Daddy he's going to have to double your weekly allowance. Let him know it costs more to stay in the social swim in kindergarten now than it did when he was a lad. As for the rest of it, Junior, just buckle down and do the best with each new problem as it arises. Remember that, in kindergarten, what you are to be, little man, you are now becoming.

With best wishes from a veteran of the class of '17, Hal Boyle

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