The Herald and News

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Plastic Bags

By FLOYD L. WYNNE

The news has been highlighted lately by the tragic death of children from the plastic slip-over bags used by cleaning establishments.

Thus far, more than 30 children have died from these inoffensive looking bags which become a death trap when pulled over a youngster's head.

Prior to the advent of information on the first deaths from this source, we had innocently let our youngest boy play with several of the bags.

However, as soon as the news of the danger of these bags came out, we snatched them away quickly.

A move, I note, has been undertaken by Congress to outlaw the bags in interstate transportation. Other areas are considering outlawing the bags.

However, that is not the answer. When danger threatens, you can't outlaw it. You can't outlaw cars from the streets, or outlaw steep walls or big holes, that isn't the answer to the problem.

The answer is an individual parental problem.

Recently, the nation's leading manufacturer of plastic garment bags announced an extensive program to inform the public on the need for safety in using this type of packaging.

The Kordite Corporation outlined five suggestions for using the bags safely. Had these suggestions been observed by other parents, children's lives might have been saved.

The five suggestions are these:

1. Keep the bags away from children.
2. Treat the bags with the safe respect accorded matches or cutlery.
3. They're not toys, don't play with them!
4. When the bags have outlived their sensible usefulness, destroy and throw them away.
5. Never use a plastic bag as covering for a crib mattress.

The most recent death occurred when parents of a tiny baby used a plastic bag as a crib mattress covering.

The bags certainly are an advantage to the cleaning industry, they also find many uses for other purposes which serve to bring them into the home.

Precautions against tragedy from this source rest with the parents. Observe the five suggestions above carefully and you will be doing all within your power to protect your youngsters.

The Kordite people are printing counter cards to go with the plastic bags. These cards say: "CAUTION. For safety reasons keep plastic bags away from children as you would matches or medicine."

Remember those words, they may mean safety for your children.

Stockholders

By FLORENCE JENKINS

Financial statements need not be dull reading.

Nearly always there is interesting between-the-lines news.

For example, Stuart T. Saunders, president of Norfolk and Western Railway Company, issued a statement to stockholders of his company following the annual meeting in mid-May.

Total stock voted in person and by proxy was 93.9 per cent. This represented the largest number of shares voted in the history of the company and the largest percentage of shares voted since 1898 when the new Norfolk and Western Railway was emerging from receivership. It has gone on from there to be one of the top lines and one which is figured in the Dow-Jones Average on rails each day.

One reason for the big vote was the proposed merger of The Virginian Railway Company into Norfolk and Western.

Of the stock voting, 99.7 per cent was in favor of the merger. But, truly American, three-tenths of one per cent held out in opposition.

Considering the fact that there are 5,625,840 shares of common stock, that three-tenths of one per cent isn't very much and the proposal carried by more than two-thirds of the total stock as required by law.

President Saunders announced that "the increases in efficiency which resulted in a 1958 reduction in total expenses of $38 million is contributing to favorable 1959 results." Net income for the first quarter this year is up a whopping 88 per cent with only a four per cent increase in gross, he stated.

Norfolk and Western hauls coal, oil and grain. Demand for coal by the steel industries is expected to hit 105 million tons this year, compared with 83 million tons in 1958. By 1975, steel output in this country is expected to be double the present production.

"Many authorities believe that the nation's annual electrical requirements in 1975 will be about 200 billion kilowatt hours or three times the 1957 consumption," he stated. Of this, it is estimated that only 150 million kilowatt hours, or 7.5 per cent will be generated by nuclear power, the remainder to be met by conventional fuels. This would mean 475 million tons of coal would be consumed for electric energy generation in 1975.

Capital improvement expenditures, expected to run $60 million in 1959, will include new diesel units and at least 2,000 new freight cars for the railroad.

All in all, Norfolk and Western's report from Roanoke, Virginia, presents a mighty optimistic view of the future of our country.

Thanks

Klamath Falls (To the Editor)—Silani-Fisher, Realtors, and Redman Insurance Agency would like to personally thank firemen and give public acknowledgement for the splendid job done by the combined fire departments in the weekend fire which destroyed Pay Less Drug and our offices.

May we also thank our friends and passersby whom we do not know, for their help and offers of help in evacuating our offices.

It is wonderful of people to respond so unselfishly and wholeheartedly when help is needed.

Silani-Fisher, Realtors
Andy Silani
Ron Fisher
Redman Insurance
Dexter Elliott
Eldred Putnam

Morse Refuted

Washington, D.C. (To the Editor)—There has been some discussion in Oregon as to who is causing disruption among Democrats in Oregon's Congressional delegation. I want to call your attention to a lengthy report from the Oregon Farmer Union paper for April, 1959, describing a critical attack made upon me by Sen. Wayne Morse at a Farmers' Union meeting in the town of Marion on April 11.

You will note that Senator Morse has assailed my position on the following issues:

1. Bi-partisan foreign policy generally.
2. Our foreign-aid program.
3. Reciprocal-trade policies.
4. A balanced budget.
5. Determination of postage rates.
6. Financing of the Interstate Highway System.
7. Federal farm price supports

Perhaps a few of Senator Morse's charges should be made to conform to facts. For example, he is quoted as saying that I was the only senator to oppose his cherry-growers' amendment which would have weakened the reciprocal-trade program, whereas he knows full well that his amendment never became law.

Senator Morse has attacked me on the general question of foreign aid. He has called me a "rubber stamp" for the administration. I realize these programs are not popular with certain isolationist groups. They are easily susceptible to demagoguery.

Despite Senator Morse's sweeping attack against my attitude on foreign aid, I find that I have voted with Sen. Hubert Humphrey on 53 out of 57 foreign-aid rollcalls since I became a member of the Senate and with Sen. Jack Kennedy on 48 out of 56 foreign-aid rollcalls. Would he include both these leading Democratic possibilities for the Presidency in the vigorous indictment he has voiced of my foreign-aid stand?

I think it is pertinent to note that our foreign aid program was initiated by two great Democrats—President Harry S. Truman and General George Marshall. Reciprocal trade was originated by President Franklin D. Roosevelt and Secretary of State Cordell Hull. I do not think it reasonable or right to turn against these policies because a Republican President has had the wisdom, at least in these instances, to continue them.

I likewise regret Senator Morse's attack on my position regarding federal highway fuel taxes and postal rates. The Interstate Highway System, which includes U.S. 99 and U.S. 30 in Oregon, will cost 37.5 billion dollars. I think it is better to pay for these roads as we go, rather than heaping deficits on the shoulders of future generations and risking further inflation for ourselves.

As for postal rates, my experience last year in the bitter political battle over rate schedules convinced me that this issue should not be determined by political logrolling. Therefore, I have proposed that the Post Office Department be empowered—subject to Congressional veto—to determine a fair domestic rate structure based on sound cost accounting. The Post Office Department still incurs a deficit of about 522 million dollars a year. Higher rates are distasteful to me as well as others. But it is foolish to contend that revenue must remain fixed without taking into account both general and specific benefits accruing from use of the mails. As long as this deficit operation exists, everybody's withholding and income taxes are being tapped for a share of the cost.

Finally, I think my loyalty to the Democratic Party is not contestable. I have been a Democrat since I became 21 and registered to vote at the Lane County Courthouse when I was a student at the University of Oregon. My wife Maurine is likewise a lifelong Democrat. I can remember when we were among the handful of about a dozen Democrats in the whole Oregon State Legislature and Senator Morse was stumping the state against Presidents Roosevelt and Truman.

But, essentially, I have sent you this letter and press clipping to demonstrate just who might be causing the dissension in the Democratic Party and in Oregon politics. Senator Morse's attack upon me took place on April 11. I have not commented upon it until this time, but I believe you and your friends are entitled to know the facts.

Richard L. Neuberger
United States Senator

Pat For Klamath

By MALCOLM EPLEY
Executive Editor
Long Beach Press-Telegram

Our Southland Magazine editor, Fred Kraft, produced a very good vacation edition last Sunday. It covered a lot of territory and of course it couldn't mention every possible area where one might want to spend some vacation time.

So I mean no complaint or criticism when I move in, after a few days of examining my conscience, to add some information and comment about a place unmentioned in Bro. Kraft's fine production.

For 18 years I lived at Klamath Falls, Oregon. I feel I owe it something, and this is the time to show my loyalty and affection as a one-time and long-time Klamathite. I've been long gone, and if this happens to get to Klamath Falls, some may scratch their heads and wonder when that feller in Long Beach was around there.

You can drive to Klamath Falls from Long Beach by two alternative main routes.

You can whip up Highways 5 and 395 through Bishop and Reno, leave 395 at Alturas and go on to Klamath through the famed duck hunting country of Tulelake.

Or you can follow U.S. 99 (or 101 if you like the coast) and turn off 99 at Weed, California, going into Klamath Falls by U.S. 97.

Either way, it's about 700 miles. Some like to go by Reno and attempt, on a stop there, to get extra dough to finance their vacation. I like the Reno route best myself, but I've never financed anything at Reno. In fact, after some stops there, I've been lucky to have relatives and friends at Klamath Falls to feed me and help me refinance.

South of Klamath Falls, near the road from Alturas, is the Modoc Lava Beds National Monument, a prime tourist attraction of the area.

Here are innumerable caves, some of them with ice floors, and other strange volcanic formations.

But more interesting to the history-minded is the fact that these Lava Beds formed the battleground of one of the West's most hard-fought Indian wars.

In 1872-73 the Modoc Indians holed up there and the U.S. Army had a bloody time trying to run them out. Old fortifications and other landmarks of the war still stand. Good signing and monument literature give the visitor an adequate account.

Another major tourist attraction in the Klamath area, of course, is Crater Lake, some 60 miles northwest of the city. Crater Lake was covered, incidentally, in last Sunday's Southland, and I won't repeat here. If you go up there, don't miss Crater Lake.

Immediately north of Klamath Falls is Upper Klamath Lake, a scenic boating and fishing attraction and one of the biggest fresh water lakes west of the Mississippi.

West of the lake lies the Cascade range, with many fine lakes and streams that beckon the camper and the fisherman. There are several good resorts in that region.

Eastward from KF lies the high desert, my favorite country. Here are great areas of sagebrush and also some fine pine-timbered mountains and lakes and streams where there are no doubt still some fish, now grown big, which got away from Epley. In the fall, it's great deer hunting country. And, of course, every duck and goose hunting addict knows about Tulelake, 25 miles south of Klamath Falls.

The city itself is a major lumber producing spot, with ample hotel and motel facilities. If you happen by, for an overnight stop or for a few days of sightseeing and outdoor sports, tell 'em Mac sent you.

Vets Mail Bag

Veterans with GI insurance policies should be careful not to let the "grace period" on their premium payments turn into a "race period."

Over five million veterans now hold GI life insurance, the Veterans Administration said. About 60 per cent of this number save time and money by paying their premiums in advance, either annually, semi-annually or quarterly.

More than one million veterans have adopted the plan of using their regular annual dividends to guard against loss of their insurance. The VA will hold dividends—with interest—as a credit to pay any premiums the veteran forgets to pay or can't pay on time.

Veterans who also receive pensions or compensation may have their insurance premiums deducted from their monthly pension or compensation checks. A large number of vets do this, too.

But this leaves another sizeable number who pay month by month, all too often in the 31-day grace period—after the premiums actually are due. Some have done this for so long they apparently don't believe the VA reminders that are mailed out to those who habitually fall behind the real due date.

Too often it happens that these men have the wrong date so fixed on their calendars—a date actually that is well into the grace period — that when an emergency arises and they can't pay at the time they planned, they find themselves in trouble.

Getting a payment in before the policy lapses then becomes a race with the real deadline—a race that can prove costly to the veteran if he loses.

That's why the VA advises veterans.

"Get in the habit of paying all premiums when they are due—or before. The grace period of 31 days should be used only in times of emergency, not every month."

SHORT RIBS By Frank O'Neal

They'll Do It Every Time By Jimmy Hatlo

Pay Increase Plan Told

SALEM (AP)—The Oregon Civil Service Commission announced Monday a tentative plan to increase salaries of state employes by $4,700,000 in the two-year budget period beginning July 1.

The commission said it would hold a public hearing June 17-18 on the plan. The state Emergency Board, a legislative committee, must give final approval before the plan can be put into effect.

The salary increases, mostly amounting to $20 to $25 a month, would go mainly to technical, professional and supervisory employes.

The commission said the salaries in the lower paid jobs now are competitive with what is paid by private industry.

The Legislature appropriated $2,500,000 for salary increases in departments subject to legislative appropriation. An equal amount is available for increases in departments which produce their own revenue, such as the Highway Commission.

The Joint Ways and Means Committee recommended a $3,250,000 appropriation. It was cut $750,000 in the closing hours of the recent session.

In 1901, Jacksonville, Florida, was practically destroyed by fire.

REASON ENOUGH?

SAN QUENTIN, Calif. (UPI)—Convict Frank Hackett, 27, was returned behind bars 10 hours after he escaped from San Quentin prison.

Hackett, previously considered a model prisoner, told officers, "I just got tired of the joint."

24 TROOPERS HURT

FT. BRAGG, N. C. (UPI) — Twenty-four paratroopers were injured Monday night in a mass air drop during Army-Air Force maneuvers staged by 20,000 regular and reserve servicemen. Army officers described the parachute drop of some 1,500 men as "good" but said 1 of the 24 injured were hospitalized with injuries ranging from sprains to simple fractures.

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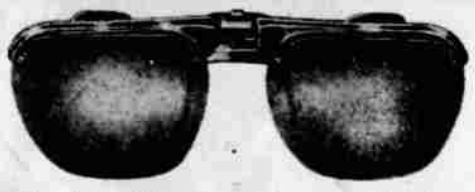

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