



NEW YORK CITY'S Department of Health lined up the bottles, cans and boxes which held household substances that their records show children have swallowed. Not all

contained poisonous substances, but all produced injury ranging from upset stomachs to death.

Tykes Victims, Parents Guilty, In Most Home Poison Accidents

By JERRY BENNETT
WASHINGTON (AP)—Mrs. Housewife, beware! Some of those soaps, polishes and cleaning fluids in your kitchen cabinet may be poisonous.

In the last four years, household fluids, powders and sprays like the ones you use in your daily cleaning chores have killed or injured more than 2,000 persons. Most have been children under five years of age.

The situation has become so serious that Rep. Thomas B. Curtis (R-Mo.) has introduced a bill to require manufacturers to put a warning label on any product that contains a poisonous substance. It is expected to come up for consideration when Congress convenes in January.

Federal laws already require warning labels for drugs, insecticides, rodent killers and substances such as lye and sulfuric acid. But cleansers, polishes, bleaches, detergents, rust removers and paint are not regulated. Many of these products contain poisons, say officials of the U. S. Food and Drug Administration.

ADULTS AREN'T LIKELY to swallow these substances. Curious children are.

FDA officials believe warning labels would alert parents to make sure these products are out of their kids' reach. Otherwise they foresee many more such tragedies as these:

In Salt Lake City, an 18-month-old boy died after swallowing several teaspoons of household bleach containing chlorine.

A 2-year-old Louisville, Ken-

tucky, boy ate a handful of laundry soap. The soap contained a strong detergent which severely burned the inside of his mouth.

Recently a New York youngster became critically ill after drinking some carbon tetrachloride which his father used to clean radio parts. The chemical is also used as a dry cleaner and spot remover. The child found an uncapped bottle of the fluid on the window sill. It took a week's hospitalization for him to recover, and at that he was lucky. For carbon tetrachloride emits fumes that can cause fatal damage to a person's liver and kidneys.

Another man made the mistake of keeping carbon tetrachloride in a vodka bottle. One day he forgot what was in the bottle and poured himself a drink. Ten days later he was dead.

SOME FURNITURE POLISHES are especially hazardous since they contain ingredients that make them look and smell good to children. A few years ago furniture polish deaths among children averaged 10 a year. Today, doctors report, the death rate is higher.

Doctors explain that many household poison fatalities could be prevented if the family knew how to treat the victim until the ambulance arrives. That's why they are enthusiastic about a provision in the new bill that requires the antidote for a poisonous product to be put on the label.

Doctors agree, though, that passage of the new labeling law will be only one step toward stopping accidental poisonings in the home. Children can't or won't read the

Court Refuses Passport Case

WASHINGTON (AP)—The Supreme Court today refused to consider three appeals challenging the State Department's right to deny passports for Americans to travel to Red China.

One of the appeals was from Rep. Charles O. Porter (D-Ore.) who contended the secretary of state had no right to bar a Congress member from such a trip. The other appeals were by William Worthy Jr., a Baltimore newspaperman, and Waldo Frank, New York lecturer and author.

The high court's refusal to consider the appeals leaves standing lower court decisions upholding the State Department's position in the controversy.

LEGAL NOTICE

No. 55-29 G.

NOTICE OF SALE

IN THE CIRCUIT COURT OF

THE STATE OF OREGON

IN AND FOR

THE COUNTY OF KLAMATH

To the State of Oregon, and to the County of Klamath, County of Klamath, Oregon.

WATSON A. MINOR, Sheriff

NOTICE IS HEREBY GIVEN THAT

Pursuant to and by virtue of an order

made and entered in the above

entitled cause and cause on November

28, 1959, signed by the Honorable David

R. Vandenberg, Judge of said court,

the undersigned, as guardian of the

Estate of Shirley Joyce Watan, a

minor, sell from and after the 31st

day of December, 1959, at the hour of

10:00 o'clock a.m., proceed to sell real

property owned estate at private sale

for cash or for part cash and part

credit as may to the guardian seem

advisable, subject to confirmation by

the above entitled court, said property

is being described as follows, to-wit:

Parcel No. 12

Undivided 1/2th interest in W. 1/2

NE 1/4, Sec. 28, T. 35 N., R. 12 E.,

NE 1/4, Sec. 28, T. 35 N., R. 12 E.,

South, Range 12 E., Section 28, T. 35

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Transportation Primitive In NW Canada Territories

By TOM HENSHAW

AP Newsfeatures Writer

FORT SMITH, N.W.T. (AP)—You live in New York and you're going on vacation. You want to visit friends in Detroit and perhaps see the sights in Chicago. What do you do? Why, you pack your bags and hop in the car, of course.

Or you're a store keeper in a little town just outside Seattle. Supplies are running low. What do you do? Why, you sit down and fill out an order form and send it to the city. In a couple of days, a truck will be by with just what you want.

Or you're an oil man in Texas and you've just made a big, promising strike. You need building and piping supplies. What do you do? Why, you hook a spur on the nearest railroad line and, almost before you know it, your needs are rolling in.

There are a number of places in the world, however, where it's not quite that simple. One of them is Canada's sprawling Northwest Territories, more than a million square miles of virgin forest, treacherous muskies, barren tundra and scarcely tapped mineral resources destined to play a large role in the future of the Canadian economy.

A summer vacationer in Yellowknife can't drive to Fort Smith. No roads. A storekeeper who runs low on bulky supplies in Norman Wells in December has to wait until summer when the ice goes out of the Mackenzie. An oil strike in the bush is serviced only by winter tractor road or by air.

The great supply line of the Canadian north is the Mackenzie River system, a chain of great lakes, and shallow, meandering rivers tied together at Fort Smith by a time-consuming portage around one of the world's most dangerous sets of rapids.

The supply line actually begins in Edmonton, Alberta. And, at first, it's a relatively simple operation via the Northern Alberta Railroad to Waterways. Then complications set in. The railroad ends there.

Supplies are loaded on barges to begin the slow voyage down the Athabasca River, across an arm of big Lake Athabasca and down the sluggish Slave River to meet a second complication, known in the blunt descriptive of the bush country as the Rapids of the Drowned.

"They say nothing has ever gone through the rapids in one piece—not even an empty canoe," says Peter Templeton, assistant administrator of the Mackenzie District, one of three political units that make up the Northwest Territories.

Barges are unloaded at Fort Fitzgerald, Alberta, about 15 miles south of Fort Smith, and the supplies are transported by truck some 25 miles down river to Bell Rock where they are transferred back to barges and continue down the once again sluggish river.

Great Slave Lake, the fifth largest on the continent, is the next problem. "Great Slave is a pain in the rear," says Mackenzie Administrator Curt Merrill. "The ice goes out of the Mackenzie River about June 1. But Great Slave is iced over for about two to four weeks later, cutting down the transport season."

And Great Slave gets the same kind of storm they have on Lake Superior. Actually, the lake calls for the use of deep sea equipment but the volume of freight doesn't justify switching to sea equipment for such a short stretch of water.

(An alternate route to Great Slave is the Mackenzie Highway, 400 miles long from the railroad at Grimshaw, Alberta, to Hay River on the lake. But the volume of freight is small. Movement costs a cent and a half more per pound than the river route.)

The barges pick up the Mackenzie River at Fort Providence and there are few complications in the nearly 700 miles of broad river to the Arctic trading center of Akivik and the new administrative center of Inuvik. Many of the supplies go on to service Dew Line points on Tuktoyaktuk to Cambridge Bay.

Since the entire trip takes about two weeks, transportation companies rarely accept goods for shipment to Akivik or Inuvik after the middle of August. Ice starts to form in the lower reaches of the river in September and there is danger of the barges being trapped for the long winter.

The Canadian north has assumed such importance in defense of the North American continent and as a potential source of strategic minerals that the Canadian government is adopting a relatively new philosophy of transportation development.

In the past we built roads to where resources have been found," says Northern Affairs Minister Alvin Hamilton. "Now we are building strictly on faith in an area that is geologically promising."

Two improvements in northern transport are in the planning stage.

The first is an extension of the railroad north to Pine Point on Great Slave Lake, an area promising in lead and zinc deposits. It will come in either from Waterways via Fort Smith or from Grimshaw through the Peace River or (Arctic) country.

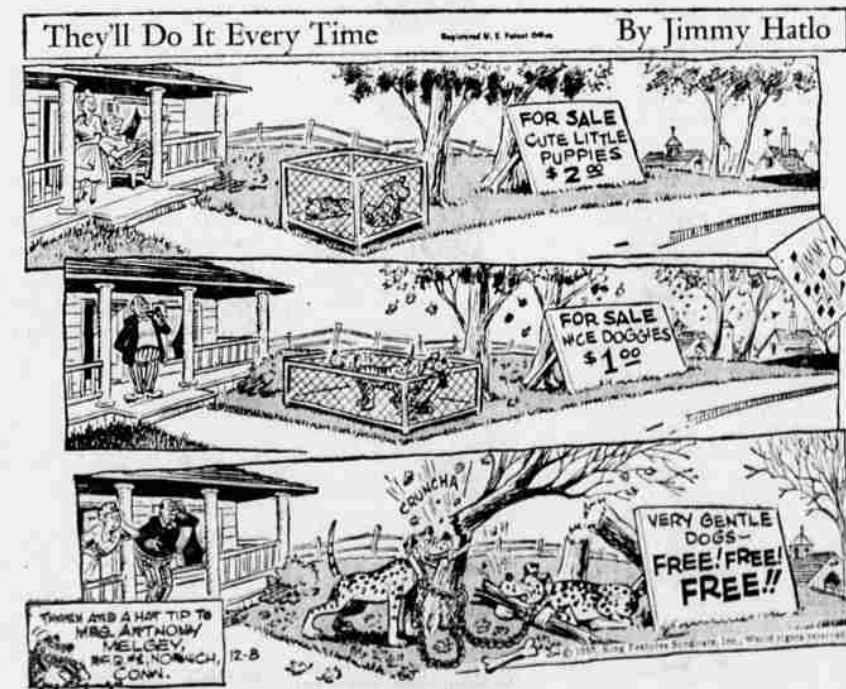
The second is a transshipping point at Bell Rock near Fort Providence where supplies could be stored through the winter for shipment down the Mackenzie in the spring, even before the ice goes out of Great Slave Lake—the north country's "pain in the rear."

LEVIN TRIAL—OVER MOSCOW (UPI)—The official news agency Tass has reported a trial of the atomic icebreaker Lenin have been completed. The report said the 16,000-ton vessel was capable of circling the world four times without calling at any port.



The Pueblo Indians of the American Southwest raised turkeys to get feathers for use in religious ceremonies.

The Laboratory of Ornithology at Cornell University has been recording the songs of wild birds for nearly 30 years.



Respectability Hits High Says Stock Mart Analyst

By ELMER C. WALZER

UPI Financial Gossip

NEW YORK (UPI)—The stock market, now absorbing the major portion of the investment dollar, is more respectable than ever before in history, says a noted analyst.

"It's a commuter train—not a carriage trade business," says S. B. Lurie, research partner of the New York Stock Exchange house of Josephthal & Co.

But Lurie doesn't look for anything more than a broad trading range for the remainder of the year. And, he adds, you've seen the average highs for a long time to come.

He holds this is a period when selectivity will come into its own with the market less buoyant. "The payoff for knowledge is greater than ever before," he notes.

While the investment climate probably has undergone a fundamental change, the need for a major market decision has been postponed until 1960, Lurie says.

And in this change of climate, he looks for greater interest in the bond market than at any time in the past decade.

Noting that this is an era of flexibility—an era in which the conformist will only be baffled and bewildered, he observes several revolutionary changes:

—The securities business is more professional than ever before

in its history. It's an era of more information—more knowledge. The margin speculator no longer dominates the street.

—The bitter steel strike probably marks the end of a labor era which started 25 years ago.

—We're becoming a steadily better-educated people. The higher the level of education, the greater demand for quality goods.

—There's been a bloodless revolution in the world, too. Witness the fact that even Khrushchev wants a higher standard of living for his people.

—Prosperity, bull market and mutual funds no longer have an exclusive "made in America" label. There's a tremendous boom in the European common market countries. Europe now is more interested in her own securities than in ours. The flow of capital is reversed.

—The compact car spells a revolution in automobile retailing. There'll be more two-car families.

—There's a revolution taking place in our economy, too. For the biggest increase in population is taking place in the segment which consumes the most.

As a result of these changes, there is a call for a new market philosophy, says Lurie, who warns "this is not time to be the man in the grey flannel suit."

He gives a few suggestions on market procedure:

—This is a good time to become familiar with foreign securities.

—It's a good time to become familiar with American companies which have large foreign investments.

—This is an excellent time to pay less attention to corporate size and scope—to labels—than to individual companies.

—This is a good time to stay away from companies suffering from the "organization man"—the corporate image. It's an excellent time to look for those with "the sweet smell of success"—and this usually is found in the smaller companies.

—It's a good time not to pay a high price for glamour. Some of today's glamorous babies later will be as unfashionable as last year's sack dress.

—This is a good time to do what comes naturally—to take the common-sense approach.

FORGETFUL JUDGE

MIDLAND, Tex. (UPI)—Judge Bill Hart, busy Monday fining overtime parking violators, forgot his own car and got a ticket for overtime parking.

MORTY MEEKLE



LEGAL NOTICE

3115 Tax Lot 23, \$8,000.

V. L. and Inez R. Hagerty - Par.

NW 1/4, Sec. 28, T. 35 N., R. 12 E.,

20 acs., also described as Code 2,

Map 3115, Tax Lot 44, \$1,500.

Farley, Kenneth Andrew and Carl

Kawerston Dealer-Portion SW 1/4, NW 1/4

described DV 118, page 217, 1 acre

also described as Code 36, Map 87,

Tax Lot 200, \$400.

Stewart Leland Improvement Club-

Lots 4-9, Block 7, Stewart, also de-

scribed as Code 7, Map 4612 Tax Lot

91, \$400.

Dale, Baxter and J. E. Turpin-

Lot 11, Sec. 8, T. 35 N., R. 12 E., also de-

scribed as Code 24, Map 433,

Map 433, Tax Lot 11, \$400.

Marjorie Hestoff-Lots 1-2, Block 4,

First Addition to Bly, also described

as Code 8, Map 13, Tax Lot 11, \$400.

Marjorie Hestoff-Lots 1-2, Block

10, First Addition to Bly, also de-

scribed as Code 8, Map 131, Tax Lot

10, \$400.

Marjorie Hestoff-Lots 1-2, Block 11,

First Addition to Bly, also described

as Code 8, Map 131, Tax Lot 11, \$400.

Marjorie Hestoff-Lots 1-2, Block 11,

First Addition to Bly, also described

as Code 8, Map 131, Tax Lot 11, \$400.

Marjorie Hestoff-Lots 1-2, Block 11,

First Addition to Bly, also described

as Code 8, Map 131, Tax Lot 11, \$400.

Marjorie Hestoff-Lots 1-2, Block 11,

First Addition to Bly, also described

as Code 8, Map 131, Tax Lot 11, \$400.

Marjorie Hestoff-Lots 1-2, Block 11,