

Herald and News

Editorial Page

Car Fodder

The predictable holiday slaughter and mayhem on the nation's streets and highways, have happened again with the usual frightening inevitability, will go into the record books as one more "routine" entry.

The prospect is that these periodic human disasters, and the hardly less shattering daily death tolls which roll up between holidays, will get worse as traffic volume mounts steadily across the country.

And the blunt truth is that, for all their professions of good intent, most traffic authorities fall badly short of serious effort to cope with the traffic safety problem.

The problem breaks down into three elements—the road, the car and the driver.

In the matter of roads, we are getting more and more super-thoroughfares basically designed for heavy traffic and incorporating the best principles of safety engineering.

But some of these very new roads are not well engineered. The complexities built in at certain "interchanges" confound even the most sensible driver. Turnoff lanes are inadequately banked, deceleration lanes sometimes omitted or made too short.

In all too many areas, highway authorities really never have solved the sign problem. They just don't know where to put them. More often than not, they are placed at points hundreds of feet from the spots where driver decisions to turn or not to turn should be made.

As for cars, most states understand the need to require periodic checks to assure their good condition. More and more are demanding seat belts in all new cars sold. Motor

companies generally are co-operative in designing their product more and more for safety.

The driver is the big focus of failure. A high percentage of accidents, fatal and otherwise, are adjudged due either to improper driver control or inadequate attention to driving.

It is in this realm of "pilot error" that traffic authorities, lacking proper spur from the people themselves, appear in poorest light.

The driver is the "operator" of the vehicle, so his license states. Yet it is a fact that many "drivers" do little more these days than accompany the cars they ride in.

Their hands and arms are everywhere but on the wheel. They talk, they shift about, they turn their heads away from the road. With laughable understatement, police in one big city protested mildly against drivers who make a "lovers' lane" out of main roads—while moving at speeds up to 50 or 60.

By any fair test all this constitutes reckless driving. Until it is uniformly so defined, and heavily penalized for what it is—the chief menace to safe driving—we can treat with scorn the empty blather from official sources about "driving safely." The comings and goings of most traffic police are mere show window stuff.

If safer driving really is desired, the means of urging it seriously through official action are surely at hand. So far nobody has shown much interest in getting down to cases. The death score is the proof.

Working For Government

America's 100 largest businesses generated and collected so much tax revenue in 1962 that a look at the books would convince anyone that they work for the government rather than for themselves.

Of total sales by the top 100, some 8.9 per cent went for taxes.

Dividends paid to stockholders amounted to 3.7 per cent of sales.

Money retained in the businesses amounted to 2.7 per cent of sales.

Tax collectors got \$15,923 million, while stockholders received \$6,467 million.

In addition, the 100 largest companies collected \$8,931 million in taxes for various units of government.

This makes a total of \$24,854 million yielded or collected by the 100 corporations. Billions more were yielded or collected by America's other corporations.

Why hasn't anybody declared "Be Kind to Corporations Week?" That's the least we can do.



HOLMES ALEXANDER ...

Training Is Federal Job

By HOLMES ALEXANDER

Senator Len Jordan (R., Idaho), a sheep-raising frontiersman before the word was captured by the politicians, is the only former governor on the Labor-Welfare Committee which is handling the Administration's manpower development and training legislation. This status gives Jordan a significant viewpoint.

The manpower training act calls for the states and federal government to split the cost of the program as of the end of this present fiscal year. But the states have been very slow to come forward with their funds.

At the beginning of July only four had passed the necessary enabling legislation, and only Montana and Tennessee had appropriated any money. As a result, the Kennedy administration has asked Congress to strike out the clause that requires matching funds from the states. If that happens, as seems likely, federal taxation and the Labor Department would be pretty much the whole show in this phase of the unemployment problem.

While Jordan, an avowed conservative and states' responsibility man, usually favors the stiffening of all federal intrusion, he does not have the closed mind which caricaturists like to assign to Old Guardmen. Jordan knows that the states, although strapped for ways to find new taxes because federal taxes have usurped so many dollars, will dig down when the cause is clearly one involving the principle of sovereignty. Thus Idaho is one of 29 states which have passed enabling legislation in matching funds for the Kerr-Mills medical care plan. Jordan sees the manpower training situation as something different from providing care for aged persons.

Unemployment is a national problem, the most serious domestic

puzzle that we have to solve. Automation, the central cause of hard-core joblessness, is a phase of the modern industrial revolution, universal rather than national or local in nature.

"When the industrial revolution first broke upon the world in the 19th Century," Jordan points out, "half the people who lost their jobs wanted to destroy the machines which had disemployed them. But the other half decided to get back to work by manufacturing machines."

Jordan feels that it is primarily a federal responsibility to plan for the retraining of mature workers who have lost their jobs to automation, and for the guidance of youth into places where they can learn the necessary skills.

Jordan has the same skepticism that Barry Goldwater has about the craze for over-education. The Idaho ex-governor-turned-senator urges and expects that youngsters with a desire and ability for entering the profession will find a way to do so. But he wants the planners to lower their sights and aim at the vocational training of the multitudes who must work with their hands and should not be ashamed of it.

Manual work these days does require trained skills, but it pays wages that support a decent living standard. In a speech at Ricks College, Rexburg, Idaho, Jordan talked of jobs for cooks and butchers at \$10,000 a year. He listed sales and service jobs with starting incomes around \$5000.

Many of these positions go begging, so that employers often have to bring in foreigners to work in kitchens or furniture shops as well as in agriculture.

The need, of course, is for Americans to develop a will to work at non-glamorous jobs. But even with the best of will, the mature worker and the beginning worker should have access to

skill-teaching schools, equipped with the best and latest training machinery. The mobilization of a mid-century work force still awaits a national plan, and Jordan is like most other Republicans on this matter.

He is more than willing to go along with any feasible Democratic program. Unfortunately, the Administration schemes, thus far, have been offered in bits and pieces. The New Frontier has not developed a rifle that shoots into the bull's-eye of domestic unemployment.

Almanac

By United Press International
Today is Wednesday, July 17, the 180th day of 1963 with 167 to follow.

The moon is approaching its new phase.

The morning stars are Jupiter and Saturn.

The evening star is Mars.

On this day in history:

In 1492, Spain ceded Florida to the United States.

In 1862, President Abraham Lincoln was empowered to conscript men into the armed forces for nine months' service in the Civil War.

In 1948, the southern Democrats from 13 states met in Birmingham, Ala., and organized a states' rights party to oppose the Truman-Barkley ticket.

In 1955, Arco, Idaho, became the first community in the world to receive all of its light and power from atomic energy.

A thought for the day—Former U.S. President Herbert Hoover said: "Older men declare war... but it is youth that must fight and die."



IN WASHINGTON ...

Freeman Goes Touring

By RALPH de TOLEDANO

Agriculture Secretary Orville Freeman left July 13 for a month-long tour of the Soviet Union. His stated purpose is to study the farming methods of the Communists—and this supposedly justifies the expense to the taxpayer.

What, exactly, can Secretary Freeman learn from the Soviets? Farming is the area of their biggest failure. They cannot produce enough to feed their people, the collective farms have been exposed by the Communist press as centers of corruption and illegal practices, and the methods used by Russian farmers are decades behind ours. In fact, the Soviets have repeatedly sent teams of agricultural experts to study American farming in order to improve theirs.

One thing Comrade Khrushchev would dearly like to know is why less than 10 per cent of the U.S. labor force produces embarrassing surpluses of farm produce whereas 50 per cent of the Soviet labor force can't grow enough on greater acreage to feed the Russian people. (The answer is very simple: Collectivization doesn't work in Russia or anywhere else in the world. It almost crippled Red China.) But there are other reasons

why Secretary Freeman's government-paid trip to the Soviet Union doesn't make sense. Representative Melvin Laird of Wisconsin, one of the most astute of the younger generation of Republican legislators, has noted somewhat acidly: "Certainly his time could have been better spent here at home working on the development of sorely needed effective dairy legislation."

It may be that the White House wanted Mr. Freeman out of town precisely for that reason: Congress is pretty fed up with him since the wheat referendum and the hanky-panky involved in the unsuccessful effort to get iron-ore controls ratified.

In addition to this legislation, Mr. Laird suggests other work for the Soviet-bound "education" seeking Mr. Freeman. For example, the little matter of the new round of tariff negotiations now under way. In these discussions, "the poultry farmers apparently have already been sold down the river," says Representative Laird.

This is a story all in itself. Listen to Mr. Laird:

"Last year the European Common Market increased the tariff on U.S. poultry from five cents to 13 cents a pound. This seemed

more than unfair when you consider the policy of our government to reduce trade and tariff barriers." The reduction was supposed to be reciprocal, remember? "But following further activity by our trade representatives, the Common Market upped the duty to 14.5 cents a pound." This was described by Senator Russell (D-Ga.) as a "total embargo" on U.S. poultry, making it "impossible for our producers to export to Europe profitably."

Secretary Freeman has been promising better terms. He still calls poultry "our outstanding success in developing a new market abroad." He has said this with all the stubborn determination of a New Frontiersman who won't let facts interfere with his views. To cap it all, Mr. Freeman added: "In a sense, we feel that as poultry goes so go our overall trade prospects." If this is so, then the Administration had better toss out the reciprocal trade program.

Of course, Mr. Freeman could call for two chickens in every pot to make up for the death of poultry exports to Europe. Or perhaps his trip to the Soviet Union is really to negotiate a trade agreement with Comrade Khrushchev under which he would take our surplus chickens in return for not burying us so soon.

Representative Laird has a real point when he objects to Mr. Freeman's free-for-all in the Soviet Union. "The dairy industry of this country, the wheat growers of this country, the shocking rise in sugar prices, and many other critical problems in the United States should command the full attention of the Secretary of Agriculture." Coming from a farm state, Mr. Laird is not talking through his corn-cob pipe.

My feeling is that the Agriculture Department will do as well or as badly (take your pick) with Mr. Freeman away as with him here. The real trouble could come should he return primed with phony Soviet statistics "proving" that regimentation and collectivization are the wave of the future in farming. They fooled Henry Wallace—and he was a real farmer.

Bill Creswell

Letters To The Editor

Basin Economy

Our economy here in the Basin seems to be going from bad to worse. Recent developments in this area makes one wonder sometimes what will happen next, and also whether or not the people in responsible positions are very much concerned about our economic future.

There is a question in my mind as to whether the Weyerhaeuser Timber Co. was justified in having their lockout here at this time, and also whether it was very good judgment on their part as far as public relations is concerned. Most people I have talked to seem to think that it was a poor move.

There is real hardship here at present. It has affected many people not employed in the lumber industry, indirectly, and has caused much loss in one way

or another throughout the area. In fact some little children are even going hungry. This is too bad when one takes into consideration that the fathers of these youngsters were not on strike, but have been denied the privilege of making a living for their wives and children. Let us hope that this situation changes and very soon.

Many of us here, myself included, think that this is one of the finest countries on earth, and remember when Klamath was considered one of the two best business towns in the State of Oregon. Let us also hope that we get a few breaks soon, and that our economy will get back where it belongs.

Bill Creswell

QUESTIONS

AND

ANSWERS

Q — What distinguishes a cathedral from a church?

A — A cathedral is a Christian church which contains the official chair or throne of a bishop. This throne is called a "cathedra," the Latin word for chair.

Q — Where did life begin?

A — The birthplace of life, most scientists are convinced, was in the water.

Q — What is the solar corona?

A — The outer atmospheric shell of the sun, divided into the F corona and the K corona.

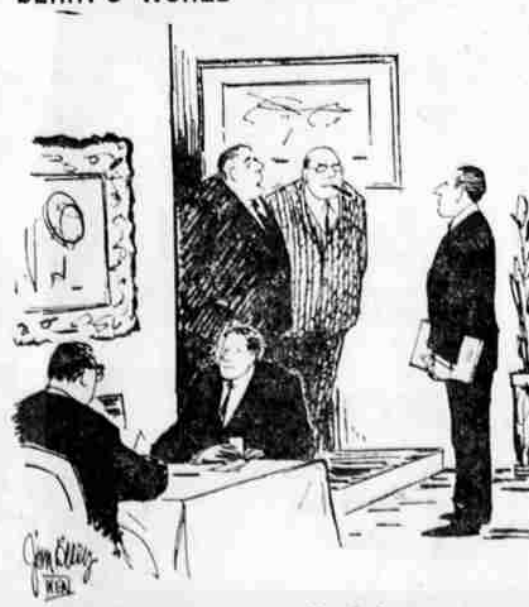
Q — In what year did Congress first exercise its constitutional power to declare war?

A — In 1812.

Q — What is the name of the newest chemical element?

A — Lawrencium, named in honor of Ernest Lawrence, developer of the cyclotron.

BERRY'S WORLD



"Give us a corner table, Andre... we're fixing prices today."



NOTHING SPECIAL

(W. B. S.)

Roger Fidler, Eugene Register-Guard astronomer and writer, passed along some information to me regarding the upcoming eclipse of the sun next Saturday. I don't know a darned thing about the phenomenon, and inasmuch as Mr. Fidler's articles on astronomy et al appear regularly in the state's best newspaper, I'm willing to accept what he says as the gospel. I'll pass along his recommendations and suggestions to you.

At twenty-two minutes past noon PDT, July 20th, Oregonians will be able to watch the opaque disk of the moon as it slowly begins to pass across the face of the sun.

Little by little a small dark notch on the edge of the sun will grow larger and larger, until at 1:40 PDT almost half of the sun will be obscured.

The moon's disk will then begin to recede and the dark notch will diminish and disappear on the opposite edge of the sun at 2:57 PDT.

At approximately the same time in Alaska and Northwestern Canada, the moon will totally obscure the face of the sun. This is one of the rarest and most spectacular events in nature — a total eclipse of the sun.

During totality the day will turn to night, the stars and planets will appear, the air will become cool, and almost as a climax a brilliant halo will appear around the blackened disk of the sun.

This halo is known as the solar corona and can be observed only during totality. Under normal conditions the intense brightness of the sun's disk completely floods out the faint coronal light.

Scientists and amateurs with specially constructed telescopes and cameras will be strung out from Alaska to Northern Maine, along the path of the eclipse in an attempt to accurately record the event.

Although the eclipse will not be quite as spectacular in Klamath

Falls, it will still be fascinating to watch and photograph.

However, before observing the solar eclipse there are several precautions that should be taken.

Even though the sun will be partially eclipsed, the intensity of the sun's light will NOT be lessened. Without adequate protection, the unseen ultra-violet and infrared light can permanently damage the eyes in a very short time.

During every solar eclipse, there are always people who carelessly view the sun without adequate protection. Consequently they receive permanent eye burns that cannot be corrected.

Everyone knows the burning power sun light has when concentrated with a lens. The eye also has a lens which concentrates light on the optical nerves.

The most readily available protection is to use a double thickness of black and white (not color) film that has been completely exposed and developed to maximum density. This provides adequate protection for naked-eye use only.

Dark glasses, gelatin camera filters, and smoked glass do not provide sufficient protection and definitely should not be used.

If a telescope is to be used, the safest procedure is to project the sun's image onto a piece of white cardboard. Filters should be used only by an experienced solar observer.

If you value your eye sight, these precautions should be taken quite seriously.

As you read, Mr. Fidler recommends that you take the utmost precaution with your eyes before you attempt to witness the eclipse. I was talking to Leo Morstad, and he has available some small pieces of exposed film made up in holders that will sell for a nominal sum. From what I see and hear about the situation, I would advise getting some of the film from Leo if you want to witness the eclipse without damage to your eyes.

WASHINGTON REPORT ...



By FULTON LEWIS JR.

Orville Freeman got out of town just in time.

The Secretary of Agriculture has departed for a month-long "working vacation" behind the Iron Curtain.

Angry members of Congress must wait until mid-August before they can question him about a British vessel his department chartered to carry surplus grain from this country to Formosa.

The freighter, the London Statesman, was scheduled to sail from the Gulf of Mexico on July 5, arriving in the Orient on the 13th. It was to carry surplus foodstuffs under provisions of Public Law 480.

The ship, several Congressmen have since discovered, is owned by London and Overseas Freighters, Ltd. This firm has chartered 75 per cent of its shipping capabilities to the Soviet Union and its vessels make up approximately one-half of the entire British tonnage now engaged in Cuban trade.

It controls a second firm, London and Overseas Tankers, Ltd., which has carried more oil to Cuba than any other single company since Fidel Castro came to power.

The Administration has made a half-hearted attempt to curtail free world shipping with Castro. The attempts have failed, official figures show.

Thirty three British ships sailed to Cuba in the five months ending May 31, 1963. The Greeks have engaged 23 ships in Cuban trade, the Lebanese 14, the Italians seven, the Norwegians five, the Spaniards two, West Germany, Japan, Morocco and Sweden have all had one ship sail to Cuba.

Because of loopholes in the Administration plan to curtail Cuban trade, any foreign steamship company that owns more than one vessel is permitted to continue trade with Cuba and at the same time carry U.S. Government-financed cargo on other ships.

The American Maritime Association has urged the President to issue new and stronger shipping orders to halt the flow of goods to Cuba. The Association, which represents 40 per cent of the American merchant marine, suggests a new order denying government cargoes to those shipowners who use any of their vessels

in Cuban trade, regardless of whether they are owned by the parent organization or a subsidiary.

Florida Rep. Paul Rogers (D.) goes further. He demands the President deny the use of our ports to ships carrying the flags of countries that trade with Cuba. "The British," he says, "would think twice about shipping to Castro if we banned the Queen Mary from New York Harbor."

On the Senate side, South Dakota's Karl Mundt is another who urges tough action on the President's part. His proposal is similar to that of Rogers:

"I ask a Presidential statement that henceforth commerce in American ports will be denied to the ships of any country which permits its merchant vessels to engage in trade of any kind—except medical supplies—to Castro's Cuba."

Rogers and Mundt make their demands in the wake of a broadcast by Radio Havana ridiculing the Administration's present plans to stop Cuban trade.

Note: A Montana Congressman, Republican Jim Battin, has repeated his demands that Freeman resign. He says federal funds were used to lobby for passage of the Administration wheat plan in the referendum.

The scheme was defeated by a top-heavy margin and Freeman's prestige plummeted to a new low. In addition to Battin, Senate leader Everett Dirksen and House leader Charles Halleck have suggested the secretary quit.

THEY SAY ...

The egotism of many rich people, their blindness, is a more serious problem (in South America) than communism itself.

—Dom Helder Camara, auxiliary archbishop of Rio de Janeiro.

I fully understand that the past casts a divisive shadow between our peoples. I beg you to believe me that countless Germans together with myself have condemned that criminal (Nazi) regime.

—Franz Josef Strauss, West German defense minister, in Israel.