

The

NSC FOGHORN

TM



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Our Web Site is at <http://www.nevadaseniors.com>

April 10, 2008

Special points of interest:

Annual number of injuries associated with consumer products serious enough to send Americans to emergency rooms. Data from the National Safety Council.

1. Beds and Bedding	518,441
2. Chairs	306,523
3. Household containers or packaging	223,260
4. Sofas, divans, davenports	145,936
5. Footwear	121,094
6. Tableware (not knives)	107,052
7. Jewelry	79,753
8. Toilets	64,216
9. Televisions	42,811
10. Pencils, pens, desk supplies	40,863
11. Aquariums & pet supplies	39,734
12. Refrigerators	31,858
13. Coins	31,426
14. Paper products	23,966
15. Sinks	23,087

Obvious dangers such as knives, saws, scissors, stairs, ovens and ladders have been skipped.



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Looking Back, Backup and Going Back

By Ken Mahal, NSC President

TODAY I WRITE THIS ON APRIL 6, MY 87TH BIRTHDAY.

I don't know about anyone else, but as I age I seldom ever think about it except to once in awhile think about my grandfather on my mother's side who lived to age 100 and fished every year except for his last three years when he no longer was physically able to get out any longer. I used to like skiing but my younger pals quit so I couldn't go any more. What else did I give up? I had to give up golfing if that is what you could call it as far as my playing is concerned. I don't know if I have given up scuba diving yet because the family and I have not gone scuba diving the last half dozen years. We aren't giving up our fishing trip to Queen Charlotte Island, the most northern point of the Canadian Pacific. That fishing trip is always one to remember when I get together with the two sons and three grandsons who are collage students. Nothing is more exciting than going up there catching wild Pacific Salmon. They run in size from 18 to 60 pounds.

I can't complain about my 87 years on earth. It has been and is an interesting life I love. I must say though with the changes taking place in Las Vegas that life here isn't getting better. Everyone wants more money but the more we give the less we seem to benefit from it. Why have they gotten on this one quarter percent sales tax grab that runs into the millions? At least now with a slow down in the economy it seems their spending spree is giving the politicians and government employees less to waste. Twenty five years ago this was one of the nicest and most pleasurable places to live. I wish it had stayed that way. So anyway happy birthday to me and the same to you if you have a birthday now.

DO YOU HAVE ANY RIGHTS WHEN METRO SHOWS UP AT YOUR DOOR?

That is the 64 dollar question. This past week a neighbor opened his door to be confronted by a Metro officer who questioned him if he had kidnapped his mother in law and was holding her in the house. This is a very tough charge to be made and not one you would ever expect to be charged for. In most cases you would think if anything you would be charged with not letting your mother in law in the house. This charge is made by a daughter living in Arizona. It started by the charge being made in Arizona where she has a home and property. When the officers came to the door in Arizona they were going to break the door in but the pool person told them that the lady of the house wasn't there but in Las Vegas with her daughter and son-in-law. So then the police notified Metro about it and that is how Metro in Las Vegas got into the act. When the officer came to the door and notified the son-in-law who said give me a minute and I will have her come down stairs and talk to you. Then the officer called for

(Continued on page 2)

(Continued from page 1)

another officer for back up. The neighbor asked the officer to stay at the entrance in the porch while he went to get the mother-in-law. The officer did not react well to this request but did wait, but at the same time advised the neighbor that he could come inside if he wanted to. That is where there seems to be a dispute. If you remember we have all heard that our home is our castle. Well it seems like to a degree our castle is still our home but only if we work around some of the things our legislators have made into law. In cases with us older folks it seems there are laws which allow the police to even break into our homes under such circumstances. If this were my situation I would think that I had the right to keep the officers outside while I went for the mother-in-law but that might be wrong given what the legislators have done. I did talk to an officer and he tried to explain to me how the situation was lawful for the police to enter uninvited. His advice was to go to the Metro office and read the policies they operate under in such a situation. Now how do I get to the Metro office to see what is lawful under the circumstances? Even if I wanted to, Metro does not have a convenient web page to even find out what their policies are under the circumstances. Now a second issue came up when the second officer showed up he began to walk into the house and nose around to look at some interesting things the neighbor had as photographs on the wall. Again the neighbor ask this officer to step out of the living room and stand back at the door way. I told my neighbor that took a lot of guts under the circumstances with two officers with guns and clubs at the ready to take him out if they had a mind to do so. I know we old timers appreciate any help we get from the legislators but given all of the crime and who knows but what some would have the guts to even dress like officers and play that off on you to get into your house. We put a steel mesh door over our regular door so at least one does have a little better chance of the options one has when such a situation comes up. I'm sure this could lead to a some what heated discussion but it could be handled. Folks I am frightened of any officer who carries a gun because they have the upper hand and how do I know what kind of a night that officer had when they stopped me. Until recent years I never had such thoughts and I am sure they would tell me I had no reason to be concerned. But if one remembers all of the police killings one can't help but think about such a possibility.

THIS BRINGS THE QUESTION WHAT HAS HAPPENED WITH THE POLICE QUARTER CENT SALES TAX?

If you remember several years back we were asked to vote on a quarter cent sales tax that started about two years ago with another one quarter percent to be added about in 2009. Have any of you heard anything about the issue other than a few words when it was started. As I recall there was also to be legislative oversight on the tax but again I have heard nothing from the legislature. Maybe it is time that we ask the questions from our city and county governments as well as from the legislative oversight committee and see what is happening with our money. I for one have seen no more police service by Metro in our neighborhood. It would be nice for a change to have a black and white go thru the neighborhood slow enough that you could flag them down and talk to them if you had need to.

THOUSANDS GOING BACK SOUTH OF THE BORDER.

By chance have you seen that twenty plus thousands of people from south of the border are going back where they came from because the jobs have dried up here in Las Vegas? In a way it is very sad to see what is happening to the illegals and I suppose some even here with legal rights are out of a job in the construction industry. I wonder how these poor people will be received when they get back to their own country. Let's hope that their country wakes up and decides to take care of their own people and give them a life in their own country. They have oil and plenty of natural gas that must be doing their country some good. What have they been doing with all of that money? Maybe we should give them jobs building the fence so that their country would have experienced hands when they decide to build their own fence on their southern border where they have so many illegal immigrants entering their country which, by the way, they don't like.

Arbor Day

The first Arbor Day took place on April 10, 1872 in Nebraska. It was the brainchild of Julius Sterling Morton (1832-1902), a Nebraska journalist and politician originally from Michigan. Throughout his long and productive career, Morton worked to improve agricultural techniques in his adopted state and throughout the United States when he served as President Grover Cleveland's Secretary of Agriculture. But his most important legacy is Arbor Day. Arbor Day is celebrated on the last Friday in April. Please plant a tree.



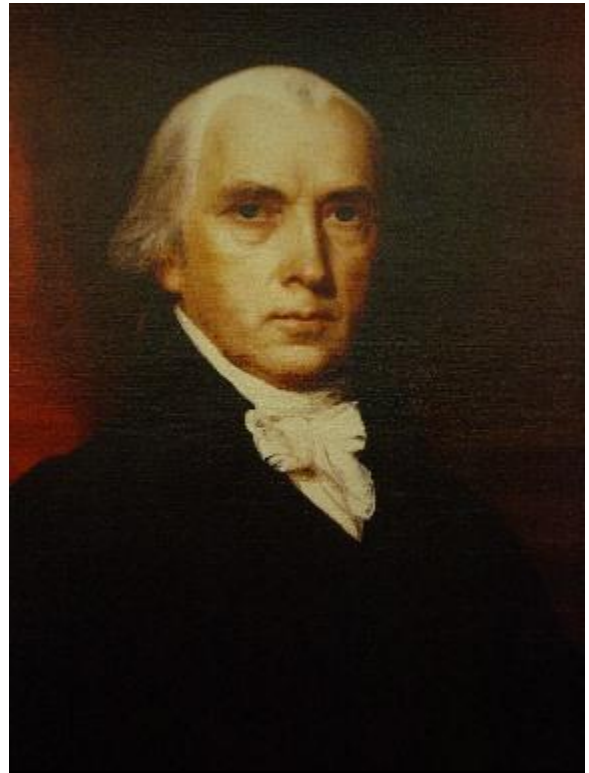
“Please Don’t Quote Me”

Each generation should be made to bear the burden of its own wars, instead of carrying them on, at the expense of other generations.

If Tyranny and Oppression come to this land, it will be in the guise of fighting a foreign enemy.

In no instance have... the churches been guardians of the liberties of the people.

In Republics, the great danger is, that the majority may not sufficiently respect the rights of the minority.



President James Madison
March 4, 1809 – March 4, 1817
Born March 16, 1751, Died June 28, 1836

It is a universal truth that the loss of liberty at home is to be charged to the provisions against danger, real or pretended, from abroad

It will be of little avail to the people that the laws are made by men of their own choice if the laws be so voluminous that they cannot be read, or so incoherent that they cannot be understood.

No nation could preserve its freedom in the midst of continual warfare.

The circulation of confidence is better than the circulation of money.

The purpose of separation of church and state is to keep forever from these shores the ceaseless strife that has soaked the soil of Europe with blood for centuries.

Why The NAFTA Highway?

The proposal for a NAFTA highway dedicated to moving shipments from Mexico to the interior of the United States and Canada is a threat to our national security, and it would accelerate the give-away of American jobs and erosion of U.S. sovereignty. Imagine the United States split apart from north to south. The two parts of the country would each have a new border where they were previously joined. That border would be approximately 1,700 miles long for each of the two parts. So the division of the country would add approximately 3,400 additional miles of border to the country. That in effect is what would happen if the United States opened up a new highway system from the Mexican to the Canadian border dedicated to moving commerce into and through our country. The United States already has porous border control on both its northern and southern borders. In an age when the United States is under threat from Islamic terrorists, the idea of further exposing Americans to the terrorist threat by expanding its border vulnerability, is unthinkable. For example, The El Paso Times of January 30, 2006 reported the arrest in El Paso, Texas of three truck drivers who were attempting to smuggle undocumented immigrants inside tractor-trailers. Actually, there are two separate NAFTA highway proposals one that would move foreign imports into the United States from ports on the Mexican Pacific Coast and one for imports from the Mexican Gulf Coast. Doubling the highways through the heartland of the United States would double the amount of new border vulnerability.

Rather than containers arriving from abroad being inspected at U.S. ports of entry for produce that is banned for safety, security, or commercial reasons, under the NAFTA highway concept, the inspection would not occur until the containers are already in the United States. That is a security threat as well as an increased threat that alien smugglers would be able to get their human cargo into areas of the country where enforcement would be more difficult.

Who's Behind the Highway Proposal?

It's easy to understand why exporters such as China would back the NAFTA highway proposal. The highway would shorten the distance of land transportation to the interior of the United States for their exports and, thereby, reduce costs and make them more competitive. It is easy to understand why Mexico would see an advantage: Mexican workers would unload the ships arriving at Mexican ports and Mexican drivers would get the work transporting those imports into and through the United States.

In the United States, importers and manufacturers who increasingly rely on imported foreign components would stand to benefit from reduced costs of those imports. In addition, the proposal would advance the agenda of globalists to promote free trade and more fully integrate the United States economy into the global economy.

Who Would Lose?

Besides the obvious security threat of vastly expanding our border vulnerability, it is obvious that the increased use of Mexican ports would be a means for shippers to avoid use of U.S. ports. Mexican workers would gain the work of U.S. longshoremen; the lower wages paid Mexican workers would benefit the exporters and importers. At the same time, U.S. workers would either lose their jobs or be forced to accept wage cuts in order to keep their jobs. Similarly, lower-wage Mexican truck drivers would gain the work of higher-earning U.S. truckers.

As Teamsters President Jim Hoffa commented on trade pacts that give U.S. jobs to foreign workers, "It's no surprise that the Bush administration is once again placing the insatiable greed of big business over the safety and economic security of Americans." [1]

From Concept to Reality

The NAFTA highway is more than a concept. The promoters of a U.S. port of entry on the NAFTA highway in Kansas City, Mo. proclaim on their kcsmartport.com website, "The idea of receiving containers nonstop from the Far East by way of Mexico may sound unlikely, but... that seemingly far-fetched notion will become a reality." Wal-Mart, which would be a prime merchandiser of goods imported and shipped over the highway has already partnered with a Chinese firm Hutchison Whampoa in a \$300 million expansion of the Mexican port of Lazaro Cardenas to handle perhaps 2 million containers annually by the end of the decade.

A commentary by William Hawkins, a U.S. Business and Industry Council fellow, notes that, "the American Chamber of Commerce in Guangdong, China, has held seminars promoting this Mexican port." He also comments that the Mexican port at "Punta Colonet, about 150 miles south of Tijuana, is also eyed for expansion to offload millions of additional containers filled with Asian imports." [2] That concept is behind the proposal for the second NAFTA highway.

The Kansas City Freeport already exists as a rail, air, and land hub for imported goods. The in-land port's website says that its business is growing because of increased shipments entering the U.S. under NAFTA. It promotes its availability for expansion on the basis of, "The largest rail center in the United States by tonnage, more Foreign Trade Zone space than any other U.S. city (over 10,000 acres), and

located at the intersection of three of the nation's major interstate highways (I-35, I-70, I-29) and soon to be 4th - I-49." [3]

To implement the NAFTA highway would require opening up dedicated land ports of entry on the Mexican and Canadian borders which would allow Mexican or Canadian trucks to enter our country without inspection and to continue to inland ports of entry, such as the Kansas City Freeport before their cargo is unloaded and subject to inspection. In theory, the highway would have to be limited access so that the only points of access or egress would be international ports. Those issues imply the need for fencing along the entire route to limit unauthorized access or egress. There is also a possible need for agreements with Mexico and Canada governing issues such as access controls, liability, insurance, and safety requirements. All these provisions imply a need for federal involvement. And, federal involvement implies a need for authorization and appropriations by Congress.

To the extent that the NAFTA highway requires Congressional action to get off the ground, those opposed to it have an opportunity to work to deter it through their elected representatives.

[1] Mr. Hoffa's commentary, "This is What Happens When Trade Pacts Pit Worker Against Worker," appeared in The Detroit News, July 14, 2006.

[2] William Hawkins, "NAFTA highway or new silk road?" Washington Times, September 24, 2006.

[3] See http://www.kcsmartport.com/sec_about/about.htm, website consulted January 9, 2007.

SOCIAL SECURITY Some Improvement in Long-Range Financing Outlook but Deficits Continue

Tuesday, March 25, 2008 Mark Lassiter, Press Officer

For Immediate Release 410-965-8904

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News Release

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Social Security Board of Trustees: The Social Security Board of Trustees today released its annual report on the financial health of the Social Security Trust Funds. While the key dates for program costs exceeding tax revenues and Trust Fund exhaustion remain unchanged, the 2008 Trustees Report shows improvement in the projected long-term financial status of the Social Security program from last year -- particularly in the latter half of the long-range projection period. This improvement is principally the result of methodological changes for projecting certain aspects of immigration.

In the 2008 Annual Report to Congress, the Trustees announced:

- The projected point at which tax revenues will fall below program costs comes in 2017 -- the same as the estimate in last year's report.
- The projected point at which the Trust Funds will be exhausted comes in 2041 -- the same as the estimate in last year's report.
- The projected actuarial deficit over the 75-year long-range period is 1.70 percent of taxable payroll -- down from 1.95 percent in last year's report.
- Over the 75-year period, the Trust Funds would require additional revenue equivalent to \$4.3 trillion in today's dollars to pay all scheduled benefits.

"Social Security is at a crossroads. We face enormous challenges to shore up the system," said Michael J. Astrue, Commissioner of Social Security. "I will continue to work with President Bush, Congress and our stakeholders to develop policy solutions. I also look forward to working with the next administration, since the challenges that face the Social Security system will undoubtedly require a bipartisan and multi-year effort."

Other highlights of the Trustees Report include:

- Income including interest to the combined Old-Age and Survivors, and Disability Insurance (OASDI) Trust Funds amounted to \$785 billion (\$656 billion in net contributions, \$19 billion from taxation of benefits and \$110 billion in interest) in 2007.
- Total expenditures from the combined OASDI Trust Funds amounted to \$595 billion in 2007.
- The assets of the combined OASDI Trust Funds increased by about \$190 billion in 2007 to a total of \$2.2 trillion.
- During 2007, an estimated 163 million people had earnings covered by Social Security and paid payroll taxes.
- Social Security paid benefits of \$585 billion in calendar year 2007. There were almost 50 million beneficiaries at the end of the calendar year.
- The cost of \$5.5 billion to administer the program in 2007 was a very low 0.9 percent of total expenditures.
- The combined Trust Fund assets earned interest at an effective annual rate of 5.3 percent in 2007.

The Board of Trustees is comprised of six members. Four serve by virtue of their positions with the federal government: Henry M. Paulson, Jr., Secretary of the Treasury and Managing Trustee; Michael J. Astrue, Commissioner of Social Security; Michael O. Leavitt, Secretary of Health and Human Services; and Elaine L. Chao, Secretary of Labor. The two public trustee positions are currently vacant.

At the March Meeting



Nate Tannenbaum

Membership

Renewing Members:


- *Knight Allen* *Bruce Ballanger*
- * Jean M. Colby *
- *Ed and Mary Ann Duffy*
- * John Fischer* *Florence Petris*
- * Mary J. Le Pire* *Amin Ruud*
- * Eugenia T. Serach* *John Tabor, Jr.*

♥ Thanks for your continued support ♥


New Members:

- * Roy Schoomaker *
- * Judge Dianne Steel *
- * Nathan Tannenbaum *

Welcome, Welcome, Welcome, Welcome



 Thanks to all of you who contributed to NSC last month. We really appreciate it...and especially to Ed Duffy and wife for their \$80.00 contribution.







 Please help increase our membership. Tell your friends about our meetings and bring them with you.

 Recruit new members.


HELP NSC GROW!!!





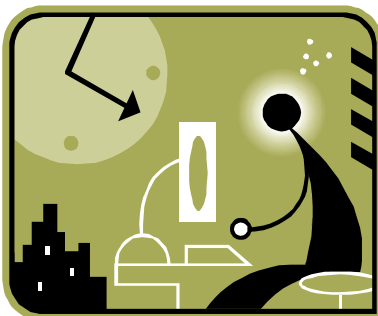
Charlie Carpenter has supplied our sound system for a number of years since Boulder Station stop doing so. Thank you, Thank you Charlie.

 He has a medical problem at present. Get well soon Charlie.



 NSC is an all volunteer group and we always need help. The same people have been doing all the work for years. Please contact any NSC officer or director to volunteer to help.





Your membership anniversary date is on the Foghorn Mailing label. If the label is **RED**, please renew your membership, either by mail, or at the next meeting you attend. Your name is removed from the membership list 90 days after expiration.

Note: Membership dues are now \$10.00 per person.

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This Day In History, April 10, 1942

Bataan Death March begins

The 75,000 Filipino and American troops captured on the Bataan Peninsula begin a forced march to a prison camp near Cabanatuan, the day after the surrender of the main Philippine island of Luzon to the Japanese. The prisoners were forced to march 85 miles in six days, with only one meal of rice during the entire journey, during this infamous trek, known as the "Bataan Death March". The march was punctuated with atrocities committed by the Japanese guards and by the end of the march, hundreds of Americans and many more Filipinos had died.

The Japanese invasion of the Philippines began the day after Japan bombed the U.S. naval base at Pearl Harbor. Within a month, the Japanese had captured Manila, the capital of the Philippines. The U.S. and Filipino defenders of Luzon were forced to retreat to the Bataan Peninsula. Despite a lack of naval and air support, for the next three months the combined U.S.-Filipino army, under the command of U.S. General Jonathan Wainwright, held out. Finally, with his army crippled by starvation and disease, Wainwright began withdrawing as many troops as possible to the island fortress of Corregidor in Manila Bay on April 7. Two days later, 75,000 Allied troops were trapped by the Japanese and forced to surrender and on the next day the Bataan Death March began. Few survivors, who reached the Japanese prison camp near Cabanatuan, lived to celebrate U.S. General Douglas MacArthur's liberation of Luzon in 1945.

In the Philippines, homage is paid to the victims of the Bataan Death March every April on Bataan Day, a national holiday that sees large groups of Filipinos solemnly rewalking parts of the death route.

Adapted from a story on <http://www.history.com> VWP

The Nevada Seniors Coalition, Inc (NSC) is a nonprofit, nonpartisan organization. No person is excluded on the basis of race, sex, religion or national origin.

The organization's purpose is to promote the physical and social welfare of senior citizens, their children and grandchildren.

The organizations' goals and objectives are:

- Improvement of political and governmental institutions and processes on local, state and federal levels.
- Identify legislative trends at all levels and set NSC priorities.
- Support domestic policies responsive to the needs and will of the Nevada senior population.
- Work to involve more seniors in government. to assure government is open, responsive and accountable.
- Keep members and the general public informed on current issues affecting them. Encourage them to make their voices heard at all government levels.
- Work with other organizations in a common endeavor when their issues and programs coincide with those of NSC.

