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Ye Smudge Pot

By Arthur Perry.

The general public, most editorialists agree, gave "grim approval" of the army quashing the plane plant strike efficiently and effectively. The general public also liked the grim display of governmental backbone in dealing with radical tools and dupes of Moscow and Berlin. The "revolution" was over before a letter could be mailed to Madame Perkins protesting the way the commanding officer combed his hair.

It was warm enough yes, for the fair sex to come forth in their summer furs. One such appeared wearing a mink stole she picked up some place.

PATRIOTISM FLARES

(Clemson Coll. Tiger)

"Clemson Seniors Are Ready to Back This Government in Whatever Course of Action is Deemed Necessary for the Preservation of Our American Ideals, if Need Be With 'Our Liver, Our Fortune, And Our Sacred Honor.'"

The local rumor situation has improved. So far this week there has been none in circulation worth repeating.

Premier Mussolini yesterday in Rome on the first anniversary of his attempt to stab France in the back let fly oratorically, and declared "American intervention does not bother us excessively." In effect it Duce defied America to declare war, formally. Once again Benito is intoxicated with his own verbosity and a shot too much of his native grappa, a drink made from the seeds of grapes. It can be said, furthermore, the Mussolini ravings did not bother America, excessively. It caused no nationwide loss of sleep.

"ENDEAVOR UNION HEARS PASTOR FRY"

(Staten NY) Advance headline—This is on a par with the Oregon classic: "BAPTIST WOMEN OF WIDE AREA COOKING."

London Reports Damascus, capital of Syria, ready to fall before the advance of British forces in the Far East. Those who remember their Sunday school lessons know Damascus is where the people of Biblical times went "and fell among thieves."

STATE OF THE UNION

(New Yorker)

"The OPM is not at all satisfied with the progress of the defense program during its first year. We are still trying desperately to spend money we haven't got for supplies which do not exist."

A Grants Pass scribe posts after three months of editorial bombardment a railroad crossing was consummated. There is still work for his trusty typewriter. He can sermonize on the folly of speed idiots assiduously endeavoring to knock locomotives off the crossing. The latter is always victorious, but the former are always hopeful.

To Train Workers

Portland, Ore., June 11—(AP)

Because 60 per cent of shipyard workers must be skilled, an in-plant training system is needed, Fred W. Erhard, Austin, Texas, federal labor department coordinator, said yesterday.

Air Power Lessons

"LET'S build for genuine Air Power with the warnings written big as life on the skies over this war," Maj. Alexander P. de Seversky, noted designer of airplanes, declares in an article in the current issue of Flying and Popular Aviation magazine in which he outlines ten vital air power lessons for America based on the present conflict.

The aviation expert charges that "with the second world war nearing the end of its second year, the United States has not fully recognized the new weapon—Air Power—and its implications for America's defense program."

Explaining that we build two-ocean navies in about the same spirit that France built its frontier fortifications, without reference to the new dimension of modern warfare, Maj. de Seversky, a strong advocate for a separate American air force, asserts that "not only do our air defenses remain inadequate and technically backward, but we continue to divide them between the Army and Navy—each of which treats aviation as a mere adjunct or extension of its own organization."

MAJ. DE SEVERSKY, who just before the outbreak of war made a futile effort to sell to France "the kind of warplanes which might have possibly saved the country," says that "before we speak too harshly of the blindness and inertia of France, let us take a good look at ourselves."

Summing up the ten chief aviation lessons of the war to date, Maj. de Seversky claims that:

(1) Neither land nor sea operations are any longer possible against an adversary possessing air power, without first assuming control of the skies.

(2) Navies have lost their former function of THE STRATEGIC OFFENSIVE. Hereafter the strategic offensive rests with air power. Only after aviation has established control can fleets attempt to follow it up with any real hope of success.

(3) As a consequence of this second "lesson" we have the third. Sea power no longer can exercise a function which was in the past regarded as its chief reason for existence; it no longer can destroy harbors, docks, shoreline fortifications. That function has been taken over completely by air power.

(4) Other things being equal—military aviation based on land is superior to aviation based on ships.

(5) Only air power can fight and defeat air power. The hope that anti-aircraft artillery on land or on ships could meet the threat from the air has by this time been abandoned.

(6) Blockade, heretofore preeminently the task of sea power, also has been taken over by air power.

(7) Aircraft must be planned and constructed in relation to definite tactical tasks.

(8) Passenger and freight transport under war conditions has been proven safest by air.

(9) The expectation that air bombardment would quickly shatter popular morale was unfounded. It is now apparent that despite large casualties and impressive destruction, civilians can "take it."

(10) All activities of military aviation must be concentrated into a single department or ministry, autonomous in its own field and directed by aviation experts.

Maj. de Seversky asserts in the article that "not until all these lessons have been registered upon the popular, as well as the military intelligence of America, shall we be able to meet the challenge of the new age, the age of aviation." He contends that those responsible for America's national security must break through the psychological restraints of inherited ideas and tackle the new realities.



RAISED A WINNER—Proudly Anne Stackhouse of Dillon, S. C., member of the 4-H club, poses with Bully Boy, the champion Hereford she raised by herself. Bully Boy took grand prize as best steer at county show in Orangeburg, S. C.



SWISS HONEYMOON—Dr. Hjalmar Schacht, 65, German financial expert, and his Hungarian-born bride, the former Misses Vezler, 21, spent their honeymoon in Switzerland. Dr. Schacht's first wife died in May, 1939, after a long illness.

Personal Health Service

By William Brady M. D.

Signed letters pertaining to personal health and hygiene, not to disease diagnosis or treatment, will be answered by Dr. Brady if a stamped self-addressed envelope is enclosed. Letters should be brief and written in ink. Owing to the large number of letters received only a few can be answered here. No reply can be made to queries not conforming to instructions. Address Dr. William Brady, 265 El Camino, Beverly Hills, Calif.

YOUTH IS BETTER TODAY—EXCEPT FOR TEETH

Three times as many men have been rejected as unfit for army service because of defective teeth in the current induction tests as in the tests of 1917. This is the conclusion drawn from an analysis of nearly ten thousand rejection reports from a thousand induction boards throughout the nine corps areas of the country. This poor showing in the conservation of the teeth is, in my opinion, further evidence of the childishness of the slogan supported or accepted by so many dentists, that a "clean tooth never decays."



The harm is not from the use of toothbrush or dentifrice but from the impression created in the mind of the victim of such had education that general nutrition, the real fundamental factor, is of minor importance, and that frequent inspection and treatment and advice by the dentist is secondary to the choice and method of use of a dentifrice.

Although the teeth of young men are not so good in 1941 as were the teeth of young men in 1917, youth today is superior in physical condition to youth of a generation ago. Nearly three times as many of the young men of 1917 had lung ailments as the young men now coming up for examination. Heart defects in 1917 accounted for 13.7 per cent of rejections, in 1941 for only 6.5 per cent. Diseases or defects of bones and muscles were found in 10.3 per cent of a group of 52,818 rejections in 1917, but in only 4.4 per cent of the young men being examined today.

Even defects of the feet were nearly twice as frequent in 1917 as they are today. In only one respect do the young men today apparently fall below the standard of young manhood in 1917, and that is a greater prevalence of venereal disease, but this is probably attributable to more thorough tests today. For instance, there was no Wasserman test in 1917, and this is routine today.

The facts seem to belie the gloomy idea conceived by some prophets that civilized man is degenerating. In previous articles in this column statistics have been cited indicating that young women are better developed physically and better qualified for marriage and for motherhood than their counterparts of a generation ago.

The little people of Britain, who do not know the facts, may be ready to fight on. Winston Churchill, who knows the facts but prefers suicide to surrender, will certainly wish to fight on. But the British equivalent of the French men of Vichy will crawl out of the political woodwork. Terms dictated by Germany will be accepted and this country will find itself beleaguered, surrounded, without a single ally, lacking the resources needed for defense, in a Nazi-dominated world.

THAT is what Ambassador Winant came here to tell the president, and what he now has told the president. Nor is he alone in holding this dark view. Virtually all the president's competent advisers, both on high policy and on technical military and naval matters, have been urging the same view on him for many weeks. A single dissent from it, by a man in an important position would be hard to find at the state, war or navy department. Among the men here who know how matters stand, the sense of urgency, reaching the point of desperation.

In his distress over the inaccurate reports of his position, Winant at first wished to issue a public statement telling everything he had come to say at the White House. He was dissuaded from doing so, for unexplained reasons. The men around the president can hardly speak out unless he gives them the lead.

In his message to the nation, the president sketched in most of the facts of the war situation, but failed to announce action or declare it must be taken promptly. Thus the minds of most people, men in the street and members of congress alike, were left in the same puzzled confusion which was the cause of Winant's mishap with the senators. If the president would tell the people, "we can win this war fighting at Britain's side but will certainly lose it if we don't," both members of congress and men in the street can be counted on to respond firmly and courageously. But only clearspeaking and bold leadership will remove the hobbles from the national will.

THEY morale will crack at last, however, Winant believes, if their hopes are disappointed, and they find themselves permanently condemned to a grim defensive battle, with

Kelly's Comment

From Washington

Pulp, Paper Mills Facing Problem

Klamath Indians Want More Law

Fear Sabotage in Reclamation

By John W. Kelly

Washington, D. C., June 11.—Pulp and paper mills in Oregon have run up against the war with a bang. The federal government, which regards the business of paper making as essential, is reducing the amount of sulphur required in the mills by the confiscation of sulphur carrying vessels. In alarm, the pulp and paper industry has telegraphed to Oregon's Senator McNary as it sees in prospect reduction in employment, production in employment, production, and eventually, a shut down. The senator has not received much satisfaction, either; has been told things will get worse.

Union Sulphur Co., whose ships bring sulphur for the pulp mills, had a fleet of four vessels but the United States maritime commission reached out and took the two largest ships, amounting to 65 per cent of the tonnage. It wouldn't be so bad, explain the mill operators, if the commission had taken one vessel for then the mills could hobble along, but to deprive them of so much tonnage is a serious blow.

TAKING the Union Sulphur Co. boats, states Admiral Land, chairman of the commission, is necessary if the United States is to assist the British. There will be, he predicts, further curtailment of tonnage. The commission is already telling scores of vessels on the west coast what cargoes they shall carry and what routes they must use; is preparing to shift some ships from the Atlantic and Gulf to the Pacific. There are not enough ships to go around, observes the chairman, to take care of the normal tonnage.

An arrangement has been made with the British to take over the British Columbia business of Victoria and Vancouver, freight and passenger service to the Orient, using American flagships and thereby releasing the British Columbia boats for service between the Atlantic coast and England carrying munitions. This arrangement will require at least a dozen American vessels now operating elsewhere. The ships carrying sulphur to the Oregon mills are being tossed into the pool of vessels being rapidly assembled by the commission for war work. Several ships out of Columbia river are to be dispatched to the Red Sea and Persian gulf with munitions, going across the Pacific to reach their destination.

NAVY department is not "hot" over the proposal of the Columbia River Shipbuilders, Inc., a proposed company to be subsidized with \$5,000,000 over and above its existing assets as a precedent for ship construction for the navy. The concern is a combination of the Puget Sound Bridge & Dredging Co. (affiliated with the Associated Shipbuilders, Seattle) and Poole & McGonigle of Portland. The navy says it is familiar with the facilities for building ships on the Columbia and of the available man-power, but when it comes to awarding a contract it prefers a going concern, one which can expand its facilities without requiring a subsidy.

However, when new companies are brought into the picture Columbia River Shipbuilders, Inc., will receive the same consideration as other new concerns.

KLAMATH Indians wish to enlarge their Indian police force to maintain better law and order on the reservation. Out of their tribal funds the tribal council has voted \$18,000, which will provide for about a dozen more officers. Approval of the Indian bureau and congress has been obtained and the money will be available when the president signs the appropriation bill for the department of the interior. Congress decided that \$4,500 a year was enough for the Klamaths to pay lawyers in the national capital. This Indian lawyer business is one of the peculiar quirks of Washington. Indians, being wards of the

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government, hire lawyers to see that the Indian bureau looks after them properly.

RECLAMATION service is alert to possible sabotage and is asking approval of congress for guards. Commissioner Page wants 22 guards at \$1,820 each for Grand Coulee; 10 guards at \$1,500 each for Yakima project; two each for Umatilla and Deschutes at \$1,500 each, and four at Vale for the same compensation. The Oregon-California project in Klamath basin is listed for four. There is considerable concern over the vulnerability of the dams, power houses and irrigation canals in the west where the government has an investment of \$800,000,000.

People are living below the reservoirs and there are industries using power, and a break in a dam, particularly, would be very destructive. Reclamation department wants \$50,000 for floodlights, barricades, arms and ammunition. At Bonneville there is a uniformed force of guards who permit no one into the works without a pass. Floodlights make the plant as bright as day. These guards are at every substation.

In The Day's News

By FRANK JENKINS

PRESIDENT ROOSEVELT, in a statement accompanying his order taking over the North American Aviation plant in Inglewood on Monday, said:

"I have abiding confidence in the loyalty and patriotism of American workers. I am sure they will seize this opportunity to cooperate in the national interest."

THE President's confidence is shared by all intelligent Americans. Patriotism and loyalty can't be measured by the yardstick of what one does for a living. Since this nation began, the man who works with his head has been no more loyal or patriotic than the man who works with his hands. That is as true now as it ever was.

If labor's part in the defense program has seemed open to criticism, the fault has been due to mistakes of leadership—not to any lack of loyalty or patriotism on the part of the rank and file.

YOU must have noted in Monday's dispatches that when the troops appeared at the Inglewood plant a CHEER went up from the workers who were assembled before the gates waiting for a chance to enter. That tells its own story.

COLONEL BRANSHAW, when he took over the Inglewood plant, made this statement: "Under government control, employees will not be coerced or intimidated to return to or remain in the plant. At the same time, and to the extent possible under the law, no person or individual will be permitted to coerce or intimidate any individual who DESIRES TO RETURN TO WORK, nor will any such action in the plant be tolerated."

That is to say, no one will be compelled to work. But those who want to work will be protected in their right to do so. That isn't making bombers with bayonets.

If we are to think clearly, we must draw a sharp distinction in our minds between strikes in defense industries and the ordinary run of strikes that do not directly affect the nation's defense effort.

The worker in a defense plant who is engaged in making weapons is as essential a part of the nation's defense forces as those who are enlisted in the army, the navy and the air corps. The whole lesson of this war is that men fighting without adequate equipment are DOOMED IN ADVANCE.

Flight O' Time

Medford and Jackson County History from the files of the Mail Tribune 10 and 20 years ago.

TEN YEARS AGO TODAY

June 11, 1931

(It was Thursday)
Dr. Nicholas M. Butler, president of Columbia university, in a speech declares "the world needs a new set of leaders more interested in solving social and economic woes, instead of hanging onto their public posts like jockeys. Predicts another European war."

Demolition of the Washington school building to make way for the new county courthouse progresses rapidly.

Sams valley grangers headed by Emmett Nealon, win drill honors at state grange meet.

Jean Woodford and Billy Hagen are leading graduating seniors, both with five A's.

Al Capone and 68 associates indicted for conspiracy to violate prohibition law.

TWENTY YEARS AGO TODAY

June 11, 1921

(It was Saturday)

Roy Gardner, mail bandit, en route to McNeill's Island prison, stages dramatic escape at Castle Rock, Wash., from officers. Large posse pursues.

Local crop of strawberries on market, and cheapest in price in years, though best in quality.

Home-made still is seized in Ashland, and owner is given six months in county jail.



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