

MEDFORD MAIL TRIBUNE

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Ye Smudge Pot

By Arthur Perry

In military circles a controversy is now going on over the merits and demerits of daylight and night bombings. As long as the bomb explodes, scattering the enemy war plants over the abutting scenery, what difference does it make whether it happens at high noon or black midnight.

The dogs that last summer were running through the Victory gardens of the Older Girls are now busy tracking mud on the front porches.

Commentators now agree the Nazi "morale is cracked." Why only mention their "morale?"

The Mikado, in a high state of jitter, reports to the Diet, the war situation is "truly grave." The military forces are urged to become "a ball of fire." The loss of more than 300 planes in recent Allied smashes indicate they are attaining this end faster than by investigating an empty gas tank with a lighted match.

A COMPLIMENT BACKFIRES!
(Klamath Falls Herald-News)
"She laughed that off with the statement that women would know when the offer was legitimate and would gladly accept such a ride. We got the idea that she didn't think any woman would hesitate to ride with us, and we weren't sure we liked that quick conclusion. Ah, to be dangerous for just a day!"
(Malcolm Epley Writing.)

The Russians drive for Krivoi Rog. The place sounds like the name of the villain in a movie horror picture.

The rains put the ground in shape for fall plowing and caused farmers to rejoice. Some came to town to do it and others went duck hunting.

Sentiment for Prohibition in Oregon is growing, reports say. The non-rationed rum now dispensed by the state saloons should be given the lion's share of the credit.

"COUPLE KISSES ACCIDENT BY INCHES."—Hilma Del Norte (Cal.) Triplette.—Smacked by luck.

There is now a shortage of Bibles. There is also a colossal lack of following of its teachings in general and Golden Rule in particular.

CLASSIFICATIONS!
(Red Bluff (Cal.) News)
"Out of the mouths of drunks, babes, radicals and an occasional politician and big business tycoon comes words of amazing intelligence. For the immediate occasion we pass up the babes and the soused and quote business men, politicians and professors."

The price of shingles has gone up. This will not affect the rising tide of juvenile delinquency. Once they were on a par with the hair-brush as a cure but are now used exclusively on roofs.

Local prophets without honor any place, predict snow and a G-pee victory over the late powerful Pelicans of K. Falls tonight.

Country sausage is now on tap, mostly in the country. It contains nothing but pork and none of the well-known soybean, artificially colored to look like hog.

Joe Louis, heavyweight champion is scheduled to cavort at Camp White this eve. Citizens who for months have boasted they felt good enough to lick him are not feeling so well.

Use Mail Tribune Want Ads.

What IS the S. P.?

What is the Southern Pacific—a private business or a public utility?

The answer of course is the latter—it is a public utility, one of the largest in the United States.

But one would never imagine this after reading a statement by Mr. F. S. McGinnis, S. P. vice president, circulated recently over the state under the title: "The Facts About Southern Oregon Train Service."

NOT a word in the 16-page brochure about any obligation of public service in Southern Oregon; any duty that should be performed by reason of that fact—particularly to the thousands of soldiers now training in this section of the state.

Not a word! But word after word, and page after page, showing WHAT?—In a nut shell merely this: That of the two S. P. routes maintained from Oregon to California, the Klamath route is straighter, lower grade and cheaper to operate than the Medford route, that's all.

Therefore, the Southern Pacific must send ALL through passenger trains over the Klamath, send NONE—not even ONE through passenger train over the Medford route!

NOT that cost is admitted as a factor. Quite the contrary. It is explicitly denied. The war, and shortage of rolling stock, particularly helper engines, are given as the main reasons for depriving Southern Oregon and Camp White of any through passenger service. But analyze this alibi for a moment:

IT is admitted that extra equipment including engines can be and have been rented by the Southern Pacific. That while the S. P. is using all its equipment, other railroads are not, and extra equipment, therefore, can be had.

If then money IS no object, and the desire to give Southern Oregon adequate passenger service is the S. P.'s earnest wish—as claimed—WHY not rent, say one engine (and making the total 20 instead of 19), one helper engine, and four or five cars, and run one train a day from Medford to Dunsmuir, California, a distance of only 100 miles?

MORE should be done of course but that is all the people of Southern Oregon and the command at Camp White have demanded—just one train a day to be combined say at Dunsmuir with a through train to San Francisco.

But that has been refused, as practically every other request that Southern Oregon has ever made of the Southern Pacific has been refused—unless the S. P. could see a sure and handsome profit in it.

AND so it all does come down to dollars and cents. For if extra equipment CAN be rented, then all that the operation of such a train would involve would be extra money, and very little, enough to operate a short train one hundred miles over a steeper grade, than over the Natron cut-off. That's all. Then why not do it?

BUT if money were no factor, if all the statements in this pamphlet were true—which they are not—the fact would still remain the Southern Pacific is not a private business that can do as it wills, but a public utility that has obligations of public service. And regardless of profits, or anything else the S. P. therefore has certain obligations to the public which should be performed.

And one of them is unquestionably to give adequate train service, particularly where a monopoly is enjoyed as is the case here in Southern Oregon and the service is urged by the army in time of war!

THIS principle is recognized by every public utility in the country except the S. P. Take the Pennsylvania railroad, for example. It has two routes between Chicago and New York as the S. P. has between Portland and San Francisco. One is direct and shorter—therefore cheaper—the other veers south to Columbus, Ohio.

If the Pennsylvania did as the S. P. does, ALL passenger trains of course would be run on the more direct, shorter and cheaper route. None on the longer and more expensive one. In which case Columbus, Ohio, and one of the most thickly populated sections of that state would have no through passenger service whatever.

IMAGINE the Pennsylvania railroad trying to get away with a thing like that! Yet that is precisely what the S. P. IS getting away with in this state, as far as Medford and THE MOST THICKLY POPULATED SECTION OF OREGON (outside of Portland) is concerned.

OR take the California-Oregon Power company, another public utility. We have no statistics at hand but no doubt to furnish electricity to a ranch in the Applegate costs more than to furnish a ranch in Prospect or a house in Medford. It might even be true that a single Applegate operation would lose money.

But would Copco refuse to furnish electric service to all ranches in the Applegate? Hardly. Copco WOULD if it followed the Southern Pacific precedent!

SO one might go on indefinitely thruout the public utility service of the country. No industrial or social principle could be more clearly established than this one of public obligation. Yet as far as this official S. P. statement is concerned the Southern Pacific has never heard of it. And certainly as far as this section of the state is concerned the S. P. has never PRACTICED it!

THAT is why we have public utility commissions to FORCE public service corporations to give the

people adequate and economical service at a fair price when such is refused. And if the problem here were an INTRASTATE instead of an INTERSTATE one, the Public Utility commission of Oregon would have forced the S. P. to give Medford and Camp White the through train service demanded, long ago.

But unfortunately it isn't. However, the O.D.T., which has interstate jurisdiction, has been considering the problem and the complaints of both this community and the army for some time. Hope for relief from that quarter has not been entirely abandoned.

But hope of the S. P. ever remedying the condition unless COMPELLED to by some authority stronger than it is, HAS BEEN—and this official statement by the vice president of the company merely confirms it.

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.

THE VALUE OF CALCIUM

Whether taken as food or as medicine calcium controls neuro-muscular (nervous) irritability, aids vigorous contraction of the heart muscle and therefore, in my opinion, may be regarded as a heart tonic, at least for those who suffer from calcium deficiency.



Dr. Brady

A normal adult requires 15 to 18 grains of calcium daily; a growing child or youth up to the age of 18 years requires 20 grains a day. A quart of milk contains approximately the adult's daily requirement of calcium. There is as much or more calcium (lime) in an ounce of milk as in an ounce of lime water. Whether all of the calcium in milk can be assimilated is a question, but anyway plenty of milk and cheese, as well as egg yolk, fresh leafy vegetables or greens, in the everyday diet will best supply the requirement of calcium for child or adult.

Exposure of as much of the body surface to daylight (direct sunshine or the light in shaded places or such light as filters thru cloud, mist, fog, when there is no bright sunshine) as circumstances, custom, prejudices or delusions about "taking cold" will permit promotes optimal assimilation and utilization of calcium in the body. This has much to do with efficiency of the circulation and efficiency of the digestive functions.

Since vitamin D is always essential to insure assimilation and utilization of calcium, whether in food or medicine, any one who takes calcium in any form for any purpose or who follows a high calcium diet, should take an optimal daily ration of vitamin D too—optimal meaning several times as much as may be necessary to maintain normal nutrition or normal health.

This explains, I hope, what I mean when I say calcium is a heart tonic in many cases. As it seems to me there is solid

Calcium for Rheumatism. I sent a clean lime (no gum, glue, stickum or adhesive plaster on it) and a stamped envelope bearing my address, for your booklet "The Ills Called Rheumatism." I began taking calcium and vitamin D as outlined in the booklet, and the rheumatism (or whatever it was) that partially disabled me for years is practically gone—I feel only occasional twinges now, nothing to cramp my style. (H. G.)

Answer—Thank you, sir. All I know is that taking calcium and vitamin D as outlined in the booklet can do no harm in any case. For copy of booklet "The Ills Called Rheumatism" send 10 cents and stamped envelope bearing your address. Please omit chewing gum, adhesive plaster, glue, staples and the like.

Where A Man Belongs. Neighbor sings praises of her son-in-law. She says among other things: "Why, Frank sits at the bedside and holds Joan's hand until the baby is born." Altho I am only an old bachelor it has always seemed to me that there is the place a father or prospective father belongs. (E. R. W.)

Answer—The husband's place is by his wife's side, not only when she visits the doctor for prenatal instruction, etc., but also when she is confined. (Copyright 1943, John E. Dille Co.)

Ed. Note: Persons wishing to communicate with Dr. Brady should send letter direct to Dr. William Brady, M. D., 265 El Camino, Beverly Hills, Calif.

Flight o' Time

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

TEN YEARS AGO TODAY
October 29, 1933
(It was Tuesday)

Greece denies extradition of Samuel Insull, Chicago power magnate, whose business empire collapsed early in depression.

Probable rain and unsettled. High 69, low 38 degrees.

Foot of snow falls in Crater Lake park.

Gold price boost revives mining in Applegate district.

British experts say depression remedy of Roosevelt fruitless and will cost billions.

State police open drive to check pedestrian deaths on Pacific highway.

Twenty years ago today

October 29, 1923
(It was Tuesday)

District Attorney Rawles Moore resigns.

Nude figures on Portland building on Alder street are ordered taken down by Nicholas Ungar, owner, when women file protests.

Fair and cool. High 56, low 31 degrees.

France issues ultimatum that Germany's war debt must not be lowered.

Siskiyou bandit suspects show up in New Mexico, Maine and Toronto.

Local restaurants served baked apples in honor of National Apple week.

Stephen T. Mather, director of National parks, to be guest at Chamber of Commerce forum lunch.

Hallowe'en party on East Main street gets rough and celebrants are marched to city jail.

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