

MEDFORD MAIL-TRIBUNE
Published by MEDFORD PRINTING CO.
Daily Except Saturday
Subscription Rates
Official Paper of the City of Medford
Member of Audit Bureau of Circulations

Editorial Correspondence

New York City, Oct. 17—The U. S. navy is coming in! And what a welcome, even the weather decided to be decent and join in the enthusiasm with the first touch of Indian summer since we left Medford.

Having a friend in one of the skyscrapers in Lower Manhattan we had a grandstand seat with no cover-charge, seeing the gigantic airplane carrier "Enterprise" move slowly and majestically up the Hudson, with a navy blimp dancing above it—the blimp did that!

We had to go over to North River waterfront to get a closer view. (Just why the Hudson is called "North River" we have not been able to find out as yet).

It was a case of not seeing the forest because of the TARS. The entire waterfront was packed solid with them,—at least from the Erie to the Cunard piers.

And if that national anthem was a bit touching, what could one of the older boys do with these war reunion scenes before him? Young kids, young fathers, middle-aged ones, even one or two who might be called old, being greeted by their wives and parents, their children and sweethearts.

"Oh what a beautiful morning—oh what a beautiful day!"—let the poets and musicians describe such a scene, it's too much for this inarticulate country editor!

But just to be perverse the tableau that knocked your correspondent for a loop was not so much all this heartwarming homecoming, all this joy and happiness—affecting as it was—but a young middy all alone on the pier, his head back looking up at the towering N. Y. skyline, trying to jerk a cigarette out of the package in his tunic, his hands shaking so he couldn't make it, and between times looking over the crowd furtively, apparently for SOME—any—familiar face, he FAILED to see!

The New York hotels have posted a notice civilians need not apply for rooms until November 6th, when the navy celebration presumably will be over. Makes little difference,—all the hotels we contacted before this jubilee had "standing room only" until the New Year,—we mean 24 hours after the New Year's Eve celebration.

Ran into a naval officer who had just arrived from England by plane,—he commanded a minesweeper in the war. Like everyone else, he wanted to dance a jig over being on U. S. soil once more, and hoped he would never have to leave it again. But he is through with ocean flying at least in any naval plane with a young pilot who is still wet behind the ears.

That the plane ever made it, he regards as a miracle of miracles. Twice the old boat—he maintains it was criminal to release it for an ocean hop—had to return for repairs,—once to England, once to the Azores. Then when in mid-Atlantic, with the ice forming so fast on the wings the ice scrapers had to work overtime, the icy residue forming a window screen through which no one in the cabin could see; the engines suddenly conked out.—No, one, then two, three and finally four! The plane dropped like a rock from the top of the Empire State building and when everyone had remarked "So this is it!" and the white caps on a storm tossed Atlantic could be discerned below—ah, they—1, 2, 3, 4,—decided to come ON again!

As if this were not enough the kid-pilot, thrilled by such a close call and final safety, proceeded to do stunts over the college buildings at Wellesley, Mass., as the plane came down the coast after a landing in New Hampshire, knocking a shingle or two off one of the towers! Seems he knew a swell girl there!

"He should be court-martialed," concluded the irate commander, "but you know how it is,—so damn glad to be here,—just decided to skip it. But no one will ever get me into a plane like that with a crazy kid like that again!"

As predicted in this department when everything was water-soaked and a lush-green, although it was then difficult to believe, the scene WOULD be one of dropping leaves and gorgeous color before many days had gone by.

And that is the case today.

As a place to live the Pacific Coast has it over the Atlantic Coast in a million ways; but when it comes to the landscape in the Fall of the year,—well, that is a different matter.

We doubt if any portion of the earth can equal the exhibition the wooded hills of New York and New England, put on during the months of October and November,—and they are just about in their prime now. It is a pretty showman figure, but a Persian carpet of finest silk and vivid, yet most harmonious colors, does give one perhaps the best idea of what Nature displays over hill and dale in this part of the country, at this time of year. One "oh's and ah's" as if before a 4th of July set piece of incredible beauty and splendor!—R.W.R.

On The Side—By E. V. Durling

(Distributed by King Features Syndicate, Inc.)

My love bound me with a kiss That I should no longer stay, When I felt less power to part away, Alas! that women do not know Kisses make men loath to go.—Brooks.

Burton Rascoe, commentator on dramatic and literary matters, says that "unappreciated" by film producers John Emerson, "story editor" and Anita Loos, scenario writer, passed their early married life in Hollywood in comparative poverty and that their suffering in this respect was only relieved when Anita sold "Gentlemen Prefer Blondes" to a New York publisher and in so doing got the unhappy couple "out of hock."

I wonder who fed the impressionable Mr. Rascoe that line of bunk. Before going to Hollywood Emerson was one of the most successful men in the theatre as an actor, playwright and stage director. He resigned as general stage director for Charles Frohman and went to Hollywood where he directed many successful films, never being paid less than a thousand dollars a week.

At the same time Anita Loos was a highly paid scenario writer. Anita didn't write "Gentlemen Prefer Blondes" until 1925. By that time, due to the appreciation of their respective abilities by film producers, John and Anita must have had at least a million bucks in the bank.

now fighting. Q. You recently referred to the golfing attire known as "plus fours." What was the origin of this name? A. Comes from the measurements of British army breeches for which the regulations called for "reaching the knee plus four inches." Q. What I would like to know is what relation is my husband's brother's wife to me? A. In the strictest sense of the term she is not a relative of yours. However, I hope you girls have not been quarrelling. And if the children of your husband's brother's wife wants to call you "Auntie" you shouldn't make the kiddies feel badly by objecting.

Please Note In 1942 a Californian wrote me her sister had a boy friend who was a U. S. army paratrooper. The sister liked the young man but was undecided as to whether she wanted to marry him. While the young woman was hesitating the young gentleman fell in love with her grandmother and married her. Can Brooklyn top that, a grandmother marrying her granddaughter's boy friend?

Anyway, the same Californian now sends me a newspaper clipping which reveals that the grandma, now forty-five years old, has just had a baby. Her husband, recently discharged from the army is twenty-seven. Young women with boy friends should give this true tale a thought. Be careful. If your grandma is a widow don't leave your boy friend alone with her too much. You never can tell. A lot of these modern grandmas are pretty spry.

Up the Ladder A corporal when married. A

sergeant at the time of the birth of the first baby. A second lieutenant on the baby's first birthday. A first lieutenant on her second birthday. That is the record of U. S. Army Lieut. Charles L. Sutton, of Fairchance, Pa. Just goes to show what marriage and becoming a proud papa can do for a man.

Aside The tallest railroad employee in the United States is probably Clarence R. Price, flagman on the Knoxville division of the Southern Railway. Clarence is six feet, eleven and three-quarter inches in height. Funny some professional basketball team hasn't signed him to play center... A young woman of Pelham, N. Y., writes: "I am eighteen years old; a brown eyed brunette born under the sign of Capricorn. Frank Sinatra is my ideal man. Yes, I wear bobby sox."... Traveller reports seeing a sign at the Hotel Plaza, San Francisco, reading: "Doorman on duty—Archie."

News Behind The News By Paul Mallon

Washington, Oct. 22 — The strike situation has looked worse from the inside than the way you have been seeing it in discouraging headline after headline over accounts of vital men being pulled out here and there with great bitterness, mystery and sometimes violence. The Truman administration has been working behind its doors the past week trying to get a wage policy upon which to base solutions, but has found it hard to do. Labor Secretary Schwelbenbach thought we had one in the oil settlement, but after the bricks started falling upon his head for that one, he crawled out of the pile with an aching head, aware, no doubt, he had made a mistake.



After all, if you give the men a 15 per cent increase and then grant them the right to negotiate or arbitrate for another 15 per cent, you have not solved much. Another strike for the remaining 15 per cent could be called at any time. Furthermore, such a temporizing surrender was generally labeled unfair. An employer could not win anything, even the right to continue operations, under such terms.

THEN some show was made by Mr. Truman of prolonging the war labor board after blanketing it into the labor department under Schwelbenbach. This was what a pugilist would recognize as a hard pass at the empty air, as far as settling anything was concerned. WLB men had tremendous power and prestige during the war, but lost it when Mr. Truman gave top-say to Schwelbenbach. It is now beyond redemption.

Both A. F. of L. and industry were opposed to it, and still are, because it has functioned largely as a C. I. O. weapon. Through it, the Murray-Hillman crowd had a nice thing going. They would back up the board when they did not. Here again they could not lose.

The latest administration resuscitation was planned by Mr. Truman and Schwelbenbach with their heads together alone, and Board Chairman Garrison indicated they would stay on until January 1. Industry and A. F. of L. wanted to get them out of town immediately. The resuscitation will get them out of town in a few weeks.

That was all that amounted to and the question thus arises whether any new board would be a paper front for the same old proposition.

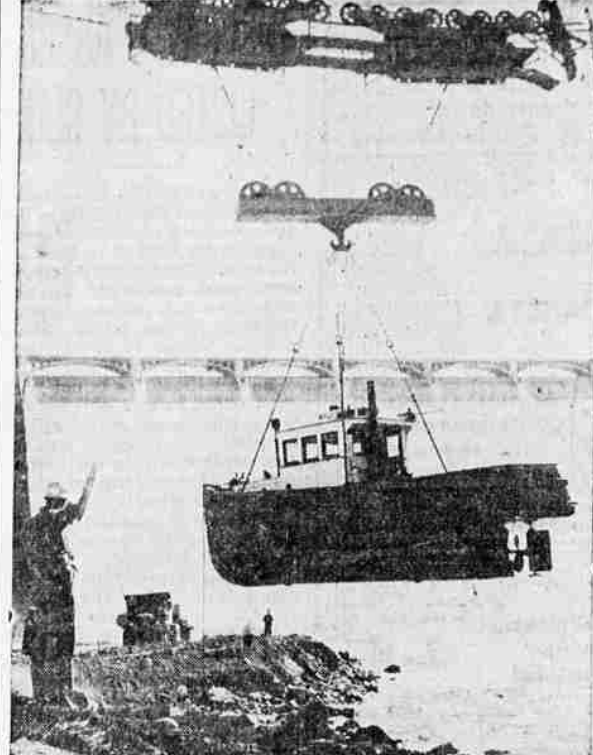
THUS the government has been crowded on all the fronts it erected toward establishing a workable wage policy to carry the current interim until labor and management can get together in the big conference, now set for November 10. The inside of that conference would make a column in itself.

It should have been held before any of these strikes developed, and was scheduled originally for October, but the labor leaders had to go off to Europe to save the world first.

Then the arrangers for the conference gave the great labor-power bellows, John L. Lewis, only one delegate and one vote in this national meeting of industry and labor. Not only this, they imposed upon him an understanding reached among themselves that his solitary delegate could not be on any committees.

The telephone workers, who tied up all communications in the country one day recently just to "test their strength," were at first eager to join the conference, and asked for a place. Later they said they would not participate. Naturally, then, the question has arisen as to how effective the proposed conference can be.

Overhead Cable Launches Boat



While bystanders watch intently, the Weipoint swings out over the river as the feathery white falls of Grand Coulee Dam, Wash., form a backdrop for the launching scene. The man in the left foreground signals to the cableway operator more than a half mile away on the opposite bank of the Columbia River. Bureau of Reclamation photo.

ward continued difficulties—but difficulties may be better than a bad settlement which settles nothing. The administration seems to me to be playing on the assumption that the longer the question is held open, the better will be the chance of reaching a stabilizing solution. Certainly no former settlement, made in the years of the Roosevelt administration, solved anything. Those were only surrenders to union leadership, made in such a way as to promise another surrender the next time the leaders wanted to start another crisis.

again may move to curb rising stock market prices. Railroad shares were a strong spot, scoring gains in the leaders ranging to a point in Santa Fe, Norfolk & Western and Southern Pacific. Liquors resumed their advance of last week, gaining as much as 2 7/8 points in Schenley. Bethlehem Steel rose a point in its group. Motors did little. Preliminary closing Dow-Jones stock averages: Industrial 187.06, up 1.46; railroad 60.24, up 0.45; utility 35.85, up 0.04; 65 stocks, 69.45, up 0.48. Sales totaled 1,140,000 shares compared with 1,730,000 Friday. Today's closing prices on selected stocks: American Tel & Tel 185 1/2, Anaconda 39 3/8, Chrysler 127 1/4, Curtiss Wright 8, General Electric 46 3/8, General Motors 74 1/4, Montgomery Ward 67 3/8, Penn. R. R. 41, Phillips Petroleum 53, J. C. Penney 129 1/2, Radio 15 1/4, Southern Pacific 52 1/2, Standard Oil of Cal. 44, Texas Gulf Sulphur 50 1/8, Transamerica 13 1/4, United Aircrafts 30 5/8, U. S. Rubber Unquoted, U. S. Steel 82

Livestock

Portland, Ore., Oct. 22—(U.P.)—Livestock: Cattle 2600 calves 400. Eleven Steers and heifers active. Fully steady; cows good; a few sales steady. Medium good steers largely \$12.00-16.00. Two loads \$17.00, common down to \$11.00. Common-medium heifers \$9.50-13.00; good light heifers up to \$14.50; calmer-cutter cows \$6.50-8.00; beef cows \$8.00-12.00; saucy butters largely \$9.50-11.00; good beef butts to \$12.00; good-choice vealers \$13.50-14.00. Hogs 150. Active, steady. Barrows and gilts \$15.00; sows \$15.50; choice \$16.50. Good grass hogs mostly \$14.25-15.00. Common to medium \$12.00-13.25. Good range cows \$12.25-12.50. Few good \$12.75. Common to medium \$10.00-11.25. Good range cows \$12.25-12.50. Few good \$12.75. Medium range and weighty butters \$10-11. Cattle to common \$8-10. Canners \$6.50-8.00. Common to good sausage butts quoted \$10-12.00. Calves \$9. steady. Two loads medium to good slaughter calves offered. Good to choice quoted \$14-15. Hogs salable 100 firm. Few packages good to choice 200-225 lbs. barrows and gilts \$13.80. Odd good sows \$13.00. Sheep salable 2000. Steady with Friday. Choice wool lambs quoted \$14.25-14.50. Common to good ewes \$2.50-3.50.

Chicago, Oct. 22—(U.P.)—(WFA)—Livestock: Cattle salable 1000. Steady. Active. Two loads good 1000 lb. steers \$10.00. Few few higher. Medium to good 900 lb. steers \$10.50. Several lots feeders \$12.25-13.00. Good grass heifers mostly \$14.25-15.00. Common to medium \$12.00-13.25. Good range cows \$12.25-12.50. Few good \$12.75. Medium range and weighty butters \$10-11. Cattle to common \$8-10. Canners \$6.50-8.00. Common to good sausage butts quoted \$10-12.00. Calves \$9. steady. Two loads medium to good slaughter calves offered. Good to choice quoted \$14-15. Hogs salable 100 firm. Few packages good to choice 200-225 lbs. barrows and gilts \$13.80. Odd good sows \$13.00. Sheep salable 2000. Steady with Friday. Choice wool lambs quoted \$14.25-14.50. Common to good ewes \$2.50-3.50.

Portland Produce

Portland, Oct. 22—(U.P.)—Wholesale market prices: Chickens—Selling to retailers: Fryers, broilers, 2 1/2; colored hens 2 1/2; Leghorns (white, 2 1/2; roosters, 20-30c; old roosters and stags 13c. Melons—Honeydews California 2.00 crate; ice cream, 2 lbs. bars Peaches—Ashland Krummels, \$1.85 200.

Chicago Wheat

Chicago, Oct. 22—(U.P.)—Wheat: Dec. 173 1/2, 174 1/2, 175, 175 1/2, 176, 176 1/2, 177, 177 1/2, 178, 178 1/2, 179, 179 1/2, 180, 180 1/2, 181, 181 1/2, 182, 182 1/2, 183, 183 1/2, 184, 184 1/2, 185, 185 1/2, 186, 186 1/2, 187, 187 1/2, 188, 188 1/2, 189, 189 1/2, 190, 190 1/2, 191, 191 1/2, 192, 192 1/2, 193, 193 1/2, 194, 194 1/2, 195, 195 1/2, 196, 196 1/2, 197, 197 1/2, 198, 198 1/2, 199, 199 1/2, 200, 200 1/2, 201, 201 1/2, 202, 202 1/2, 203, 203 1/2, 204, 204 1/2, 205, 205 1/2, 206, 206 1/2, 207, 207 1/2, 208, 208 1/2, 209, 209 1/2, 210, 210 1/2, 211, 211 1/2, 212, 212 1/2, 213, 213 1/2, 214, 214 1/2, 215, 215 1/2, 216, 216 1/2, 217, 217 1/2, 218, 218 1/2, 219, 219 1/2, 220, 220 1/2, 221, 221 1/2, 222, 222 1/2, 223, 223 1/2, 224, 224 1/2, 225, 225 1/2, 226, 226 1/2, 227, 227 1/2, 228, 228 1/2, 229, 229 1/2, 230, 230 1/2, 231, 231 1/2, 232, 232 1/2, 233, 233 1/2, 234, 234 1/2, 235, 235 1/2, 236, 236 1/2, 237, 237 1/2, 238, 238 1/2, 239, 239 1/2, 240, 240 1/2, 241, 241 1/2, 242, 242 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