

Crosstown

By Roland Coe



(Submitted by Contributed News Pictures)

Matter of Fact

Stewart Alsop

SUMMING UP: III

Washington—It is sometimes instructive to take a pause for breath, and to compare what we have done with what we hoped to do.

In the autumn of 1950, when Dean G. Acheson pounded on a table in the Waldorf-Astoria in New York, and demanded the rearmament of Western Germany, American policy underwent a great change which was hardly noticed at the time. This changed policy was based on a series of entirely logical assumptions, which had been made, not in the State Department, but in the Pentagon. These were:

First, the Korean aggression demonstrated that the Soviets were willing to risk a world war. Second, the Soviets would have a decisive stockpile of atomic weapons by the period 1953-54. This was to be the "time of greatest danger."

Third, if at this time the Soviets still had the power to overrun all the European continent, the balance of world power would shift decisively in favor of the Kremlin.

Fourth, a solid defense of Western Europe must therefore be built. And fifth, no such defense was possible without the participation of Western Germany.

This was the logic which led Dean Acheson to pound on the table in 1950. But consider what has happened, since the attempt was made to translate this impeccable logic into practice.

The scaled-down post-1950 goal called for a French army of at least 28 standing divisions by 1953-54. The French actually have in Europe 14 divisions, of which at least six remain wholly or partly on paper. French plans call for a reduction, rather than an increase, in military spending. The same exists in all Western European countries, including Great Britain.

The original Pentagon timetable called for a German "military contribution" within 18 months of Acheson's table-pounding. Now, almost three years later, it will be a miracle if such a German contribution is forthcoming within 18 months from today.

The Pentagon timetable for the American build-up has also been constantly "stretched out," and there are apparently further stretchouts to come. Finally, there has appeared no sound reason for revising the Pentagon's two key assumptions—that the Soviet might be willing to risk war, and that they will have a decisive atomic stockpile by 1953-54, which, after all, is now.

It is possible to be too gloomy about this situation of the West, now that the "time of greatest danger" is upon us. American military power has certainly increased, since the days of Louis A. Johnson. No one claims that a solid defense of Western Europe has been created, but at least there exists a fairly powerful deterrent. The military planners believe that the tactical atomic bomb plus satellite resistance at least partly close the gap between what we have and what we hoped for. It is undoubtedly true that the Red army cannot now take Europe without a warning mobilization and heavy sacrifice.

Yet there is no use blinking the fact that there is a vast gulf between what we have done and what we hoped to do, and believed essential to do, three years ago. Therefore this may be a good time for the American policy-makers to have a new look at the situation which confronts them in Europe, and at least to ask themselves some questions.

WHATEVER the outcome of the German elections, as long as Germany is split in two

the overriding interests of all Germans will be a united Germany. As they have made clear for three years now, the French see their overriding interest not in terms of the defense of France against Soviet attack, but in terms of preventing the effective rearmament of Germany.

In these circumstances, is Franco-German military and political "integration" really a practical matter? Will it work, even supposing that the French Parliament is prodded into ratifying the European army project? Take the best possible view, and suppose that a functioning European army is created. Can it really be expected to defend Western Europe, while the Red army is on the Elbe?

As long as the Red army controls half of Europe, indeed, is any kind of solid defense of the Continent really possible? If the answer to this question is "no," what kind of risk are we prepared to take, and what kind of concessions are we prepared to offer, in order to get the Red army out of the heart of Europe? Finally, if the Soviets will under no conceivable circumstances withdraw the Red army to the Soviet borders—which is entirely probable—is it not then time to make a great effort to show the world that this is so?

These questions cannot be lightly answered. But they are at least questions which now ought to be thought about seriously. Instead, for the most part, the new men in Washington, far from taking a searching new look at our situation, seem more and more rigidly committed to policies which were originated by very different men, under very different circumstances than those that now exist.

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Pilot Prisoners Questioned Closely On U.S. Air Might

Freedom Village, Korea—(U.P.)—Russian interrogators, using drawings of secret U.S. warplanes, questioned pilot prisoners closely on American air might, returned officers said today.

Capt. Harry F. Hedlund, 31, a B-26 pilot from Fullerton, Calif., who was captured in March, 1951, said "the day after I was shot down I was walked all day and taken up into some hilly area and into a house. Shown Drawings"

"There a Russian fellow who spoke English questioned me. He pulled out a bunch of drawings of the latest U.S. aircraft—some of which I had never seen, and asked if I knew about them."

Hedlund said the drawings showed B-52s, 36s, and 47s, "and there were some I wasn't even aware we had."

Another Russian questioned Hedlund later.

"He also had drawing of our planes," the captain said. "But he asked me a lot of non-military questions like my pay, did I ever date Japanese girls and things like that."

The second Russian had a gun.

"He told me, 'if you don't tell the truth you know what will happen to you,'" Hedlund said.

Hedlund returned to freedom today.

Coffee for Breakfast Complicated Procedure

Rio De Janeiro—(U.P.)—Getting that cup of coffee to your breakfast table isn't as easy as you might think.

Only Lack of Fuel Kept Pilot From Unlimited Aerial Ascent

Los Angeles—(U.P.)—Lt. Col. Marion E. Carl, who flew a rocket propelled plane higher than man had ever gone before, says there would have been "no limit" if he had carried more fuel.

Carl, a Marine Corps aviation veteran, yesterday climbed to an altitude of 83,235 feet—almost 16 miles—for an unofficial world record. He said he started with less than three minutes fuel and that there would have been "no limit to the altitude" with additional fuel.

Carried by Mother Plane

He was carried to an altitude of 35,500 feet by a B-29 plane before his Douglas built Skyrocket was launched.

"I dropped down to 28,000 feet before I could get the first rocket to start," he said. "Otherwise, I'd have gone several hundred feet higher."

Carl said there was no sensation of speed or height during the flight.

"The only thing I noticed was the fact that the sky was a little darker, and my eyes troubled me. The contrast between sunlight and shadow is much greater up there."

"I didn't have much time to look around... I was just trying to fly as high as possible."

Carl said he was certain he could have seen San Francisco, 400 miles to the north, if he had not been so busy checking instruments.

"I know I was going well over a thousand miles per hour on this altitude run," he said, but added, "that speed doesn't seem very fast up there."

Carl, who held the world's speed record of 650.7 miles per hour in 1947, said he would try for a new speed record in the Skyrocket tomorrow.

Hubbard, Ore.—(U.P.)—The man who has flown higher than anyone else in the world has little to say about his aerial exploits when he comes home to Hubbard.

Lt. Col. Marion E. Carl spent the week end with his brother, Manton Carl, two weeks ago on the farm where he was born. Said Manton Carl after the colonel had set a new height record of 83,235 feet in his sky-rocket:

"We had no idea he was going after the altitude mark. But then he never did say much about his work."

Col. Carl called his brother from Portland Sunday while on his way to Edward Air Force base, Calif., where he is expected to try to better the world's speed mark of 1238 miles an hour.

New Eligibility Requirements Set On VA Dental Care

The privilege of presuming service-connection for dental conditions which appear within a year after discharge or separation from military service has been eliminated, and new eligibility requirements for outpatient dental care for veterans have been set up by the Veterans Administration, it was announced today by S. T. Brannock, of the Medford VA office.

Public Law 149, signed recently by the President, authorizes dental care for three types of cases, providing applications are filed within one year of the enactment of the law, Brannock said. Effective date of the law is July 27, 1953.

Eligibility must be established under one or more of the following three classes.

1. Veterans having service-connected compensable dental conditions or disabilities, which means they must be rated 10 per cent or more disabling.

2. Veterans having service-connected noncompensable dental conditions or disabilities where the dental condition or disability is shown to have existed at time of discharge.

3. Veterans having a dental condition, whether or not service-connected, but medically determined to be aggravating a service-connected physical disability or injury.

Veterans who qualify for treatment under these conditions, Brannock said, may be referred either on a fee basis to home-town dentists or to VA dental clinics.

Handicapped Mother Gives Birth to Three

Bowling Green, O.—(U.P.)—A 28-year-old mother, who has been "without the use of her legs" since she was 12, was resting comfortably here today in Wood County Hospital after delivering a set of triplets.



GO WAY AND LEAVE US BE—As ex-POW Cpl. Leslie E. Scales of Folsomville, Ind., is engrossed in greeting his wife, Margie, daughter Debbie, 2½, casts a cold eye at the intruding photographer.

'Y' Youth Program Aided By United Crusade Funds

Giving youth a chance to become good citizens is the aim of the Medford YMCA, one of the organizations receiving assistance from the United Medford Crusade.

Youths who can't afford to avail themselves of the opportunities and privileges of the YMCA will be benefited under the campaign which opens Sept. 29. Each dollar given will be used to further the kind of character-building program which will influence the lives of the citizens of tomorrow, Y leaders believe.

Membership Group

The YMCA is fundamentally a membership organization, whose purpose is to aid development of Christian standards of living, conduct and life purpose to its members. Members act as stockholders, as they own and operate the Medford YMCA. They are guided by the national council. Each year a board of 27 members is elected to work with committees in setting up programs and accomplishing objectives.

Two paid workers direct and train 30 to 50 volunteer leaders, who have dozens of committee workers behind.

Adult dues are set at a rate which supports their program. Dues of children are set at a rate of a third of the cost of their program, or 50 cents a month. The United Medford Crusade will support the additional expense.

Work for Memberships

The youth membership fee amounts to less than three cents per program if the member takes part in two or three programs per week. When children pay a part of the expense of the service they enjoy, they get a

Tillamook Schedules 'Fly-In' Breakfast

Tillamook—The Tillamook Chamber of Commerce has invited the Oregon Sportsmen Pilots and Flying Farmers to a Fly-In Breakfast, Sunday, Sept. 6 at the Tillamook County airport, the former Naval air station.

A breakfast will be served the visiting pilots at the Arlington Aeronautical school cafeteria between the hours of 8:30 and 11 a.m.

The Tillamook Chamber of Commerce invitation has been extended the Oregon Flyers through Jack Bartlett, director of the State board of Aeronautics, and the secretaries of the Oregon Sportsmen Pilots and Flying Farmers.

Equity Fund

DIVIDEND NOTICE

The Board of Directors has declared a quarterly dividend of 6c a share from net investment income, payable September 30, 1953, to shareholders of record September 15, 1953.

Howard M. Nimmons
SECRETARY

Seattle, Wash.
Sept. 1, 1953

COMMUNICATIONS

Letters to the Editor must bear the name and address of the writer although under certain circumstances the use of a pen name or initials for publication is permissible. The Mail Tribune reserves the right to edit all letters with an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Against Rate Raise

To the Editor: We read where the chambers of commerce of other cities of the state are taking up the battle for the people and little business men against Copco's 20 per cent rate hike. What is our local chamber of commerce doing?

It has only been a year ago that Copco raised the commercial rates quite substantially. My books can prove it. And now they want to gouge us for more. I think it is all uncalculated and am very much against it.

(Name on file.)

The Grange

Roxy Ann Grange

Roxy Ann Grange will hold its regular meeting Friday, September 4. Lecturer, Frances Moffatt, will have the program for the evening.

Home Economics Club will meet Wednesday, September 2, at Grange hall at 7:30 p.m. with Mrs. Pfister and Mrs. Van Orwick as hostesses. All Grange ladies are invited.



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Editorial Correspondence

En route to New York aboard "Overland Limited," August 30—Tried a new stunt this time. Instead of taking the daylight from Dunsmuir took the Cascade from Klamath reaching Trisco (loud yells from Cal. Inc. in protest) at 8:30 a. m. instead of around midnight. The motor trip was in the rain, ditto the train trip, but we were able to catch the Overland without leaving the Oakland pier which was an improvement. Incidentally the "Cascade" is one of the best trains in the country and one of the few providing phone connections. We talked with San FRANCISCO (that's better!) at the same toll it would have been from Medford. Too bad there is none on this train, would like to talk to some in-laws in Buffalo, Wyoming.

We have just passed Evanston, Wyoming, where we picked up the Sunday Salt Lake Tribune, one of the most conservative Republican papers west of the Missouri river. We note therein that the UN is tottering and Senator Knowland after a conference with Syngman Rhee in Korea again pledges support of the latter for a fight to the finish. "Finish" isn't the word he used but he did say he was 100% behind the pugnacious "Elder statesman" in his fight for a united Korea. And the latter declared he and his gallant army are ready to fight Communism "ANYWHERE!"

That certainly means "a fight to the finish,"—the "finish" of the peace parley!

There is just about as much chance of Red China and North Korea agreeing to a UNITED Korea under RHEE, as there is of the United States agreeing to a treaty placing Vishinsky in charge of a communist Mexico! Of course Rhee's position while absurd is understandable. Knowland's isn't—unless the California Senator knows less about the facts of life in the Far East than he does about the fine points of diplomacy—which would make both astronomical!

President Eisenhower is not far from this train at the moment. At least he is nursing a sore elbow not far from Denver, and in a plane one could not doubt reach his camp from here, in around 40 minutes. We hope Ike's elbow gets better soon, for he can neither fish nor play golf with one arm out of commission. Doubt if he can paint either—unless he is more ambidextrous than most middleagers. That gives him a lot of time to think and dictate letters. Doubt if he cares much for either while on vacation.

One doesn't need to subscribe to the Salt Lake Tribune to realize there is a movement on foot among the GOP isolationists to break away from the United Nations and wreck it, as their isolationist predecessors did three decades ago. Slurs on this effort to advance world peace through international cooperation are frequent in the GOP press these days, and creep into speeches from time to time in what might be termed the Knowland-Nixon group of the party. It should not be forgotten in this connection that no two senators, young or old, have greater influence with the leaders in the administration than the two boys from California.

So here is another reason for hoping Ike's elbow soon returns to normalcy. For he will need all the stamina and fight he possesses—also finesse—if he is going to defeat the isolationists and UN wreckers in his own party. This is assuming, of course, that the President is a sincere anti-isolationist and ready to put up a battle for his convictions. Up to date we see no reason to doubt this. As matters now stand and promise to continue our General-President will be reminded of the Battle-of-the-Bulge when he leads his forces in this one.

P.S. "The City of San Francisco" just passed us going great guns! —R.W.R.

In The Day's News

By FRANK JENKINS

Another flight of B-36s (our world-girdling big bombers whose job is to carry A-bombs and maybe H-bombs wherever we happen to want them carried) lands in Japan under conditions that approximate wartime secrecy.

Our government explains that they are to team up with other warplanes in Far Eastern war games. These war games will be staged within 700 miles of Russia's Vladivostok.

WATCH IT.

It might portend a return to the days when an appearance of the British fleet in troubled spots in the world was enough to insure the keeping of the peace.

It COULD—if our warplanes and the bombs they carry are POWERFUL enough.

YOU frown, perhaps, at such implied threats of force? I hope not. How could we keep the peace in ANY TOWN if there were no policeman to be called for in the pinches?

THAT brings up another thought:

I think in the minds of most of us, when it was formed, United Nations was to be the policeman that would keep the world at peace. We were aware then that the British fleet had been an effective keeper of the peace for a long time. But we didn't want ONE nation to be the world policeman any more than we would want ONE INDIVIDUAL to be the town policeman. That puts too much power in too few hands.

What we wanted was a WORLD POLICEMAN who would represent the power of organized society throughout the world just as the city police force represents the power of organized society in a city.

That was what we hoped and EXPECTED United Nations to be.

UN HASN'T lived up to our hopes.

If you doubt that statement, take a look at Korea. The situation that faced us when the Reds marched into South Korea in 1950 was one that called plainly for a policeman.

When you call for a policeman, you want action. Decisive action. Effective action. You want no stalling, no hanging back, no waiting for SOMEBODY ELSE to do the job. In Korea, UN stalled, it hung back, it waited for somebody else to do the job. Eventually WE had to do it, with half-hearted help from a FEW of the members of United Nations.

That's no way for a world policeman to act.

WHAT shall we do now?

Shall we weep and wring our hands and wail—and mean-while let communism conquer

the world? Or shall we step in and BE THE POLICEMAN until such time as a better organization can be formed that will REALLY represent the power of worldwide organized society?

FOR a possible answer, let's go back to our own Old West. In our early mining camps, there was no law and order. There were no policemen. So, when lawlessness became unbearable, the vigilantes stepped in and handled the situation. They were pretty rough about it sometimes. But they got results.

Thus, in time, law and order came to the West.

MAYBE that's what our B-36s that are assembling in Japan (possibly with atom bombs in their bomb bays) are preparing to do—if they have to.

Perhaps they are preparing to BE THE POLICEMAN—as the British fleet was for a long, long time and as the Roman legions were for a much longer time—until the world comes to its senses and provides an EFFECTIVE worldwide organization to keep the peace.

MEATHER

By United Press

Northern California: Fair today, tonight and Wednesday, except coastal fog.



GOOD NEWS—Marine Lt. George H. O'Brien Jr., is greeted by his wife, Janie, in San Francisco. He was notified on his arrival that he has been awarded the Congressional Medal of Honor. Though not a POW himself, O'Brien was in charge of the seven Marine POWs aboard USNS Nelson Walker.

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1953
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Flight o' Time

Medford and Jackson County History from the files of The Mail Tribune 10, 20, 30 and 40 year. ago.

10 YEARS AGO
Sept. 1, 1943
(It was Wednesday)

George A. Hunt, local theater owner, killed in auto crash.

From Arthur Perry's Ye Smudge Pot column: Quite a few have saved up enough gas tickets to get to New Zealand over the double Labor Day holiday and confidently expect to get as far as the water's edge of the mighty Pacific.

20 YEARS AGO
Sept. 1, 1923
(It was Friday)

County court plans to put curb on free wood at city yard, as many abused privilege last year.

Political pots of Europe boil over as old hates revived.

30 YEARS AGO
Sept. 1, 1923
(It was Saturday)

Fire in boiler room puts Brownlee mill out of commission for month.

Class in aesthetic dancing to be opened over Medford National bank.

40 YEARS AGO
Sept. 1, 1913
(It was Monday)

Fruit box factory to be constructed at Rogue River.

Members of Hillah Temple of Shrine trek to Klamath Falls.

Potluck

By M-T Staff and Contributors

Now that the war is over—for a time at least—it is hanging heavy for 21-year-old Pfc. Charles O. Zimmer over in Korea and he craves mail from the states, preferably from young ladies—Medford young ladies.

The Marine writes The Mail Tribune that he passed through here en route to Camp Pendleton from his home in Tacoma just before leaving for Korea. He took a liking to our town and made up his mind to attempt to start correspondence with someone here. His address:

Pfc. Charles O. Zimmer
1343226-USMC
H&S Co.,
7th Marine Regt.
1st Marine Division FMF
C/o FPO San Francisco, Calif.

Potluck Str: Is it true the paving job on Highway 99 between Medford and Phoenix is being held up until next Summer? If not, why in the double distilled heck don't they go ahead and finish the job?—Phoenix Pete.

Passengers making the mail boat trip from Gold Beach up Rogue River to Agness have their choice of two eating places at the latter point—Singing Springs Ranch, where they serve delicious fried chicken, or Lucas Lodge, where the menu is usually built around roast beef. Over fifty Medfordites have registered at Singing Springs since May 1. In the past ten days three of the Medford visitors have mailed the Springs proprietor copies of the August 12 M-T editorial which told about the Rogue ride.

SHIP DUE FROM KOREA

Washington—(U.P.)—The Navy said today the transport Marine Phoenix carrying released prisoners of war from Inchon, Korea, will arrive in San Francisco about 5:30 p.m. (PST) Friday, Sept. 11.