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Flight o' Time
Medford and Jackson County
History from the files of The
Mail Tribune 10, 20, 30 and
40 years ago.

10 YEARS AGO
March 22, 1945
(It was Thursday)
New order of the Office of De-
fense Transportation limits logg
truck operators to 500 gallons
of gas per quarter, local OPA
office announces.

20 YEARS AGO
March 22, 1935
From Arthur Perry's Ye
Smudge Pot column: The vernal
equinox came to pass yesterday,
so alleged spring is alleged to be
here. However, "Grim Winter"
continues to mistreat "blithe-
some spring" worse than a
meanie wrestler.

Gov. Charles H. Martin visits
Medford with highway commis-
sion, Highway Engineer and oth-
ers; is greeted by local citizens
including F. L. TouVelle, rumored
to be next choice for high-
way commission appointment;
A. E. Reames, Ralph Stephenson,
E. M. Wilson, E. E. Kelly,
Frank DeSouza and State Rep.
Moore Hamilton.

30 YEARS AGO
March 22, 1925
Local and Personal item: The
past two weeks have wrought
a change in the tourists who are
coming through Ashland. Until
recently most of the auto travel-
ers were traveling light, without
any bedding or camping out-
fits. However, lately there has
been a great number of tourists
with back seat, running board
and every other available inch
covered and loaded down with
bedding and other camping
equipment.—Ashland Tidings.

Still seized in Butte Falls area
raid by Sheriff Ralph Jennings.

40 YEARS AGO
March 22, 1915
From news item: In all Ore-
gon there is no better place to
own and enjoy a car than in
Jackson county. The new hard
surfaced Pacific highway south
to Ashland and north to Central
Point makes one of the finest
driveways on the coast, and the
other good roads throughout
county make an auto a real
pleasure and almost a necessity.

New Elk clubrooms on North
Central avenue to be opened
this week.

What's the Answer?
(Can You Get 4 of the 7?)
Copr. 1955, Editorial Research Report

- 1. President Eisenhower usually holds a press conference twice a week, once a week, once every two weeks, or once a month?
2. Unless present federal tax rate on cigarettes, 8c a package of 20, is continued by Congress, on April 1 it becomes 9, 8, 7, 6 or 5 cents?
3. The U. S. city with the largest Negro population is Atlanta, Baltimore, Chicago, New Orleans, New York or Washington?
4. Secretary of State Dulles succeeded Dean Acheson, who had succeeded James F. Byrnes, E. R. Stettinius, Gen. Marshall or Cordell Hull?
5. Most rhododendrons do or don't do best in an acid soil?
6. A big fight for the guaranteed annual wage opens in several weeks: in steel, coal, autos, railroading, or textiles?
7. Hans Wagner, former Pittsburgh shortstop sometimes called the greatest baseball player of all time, is or isn't now alive?
The Answers: 1. Once a week; 2. 7 cents; 3. New York; 4. Gen. Marshall; 5. Do; 6. In the auto industry; 7. Is.

The Ellsworth-Neuberger Debate

It is a pleasure, for once, to agree with Congressman Ellsworth. It is all the more appreciated because it is so rare.

In an article in the current "Reporter" entitled "Partnership in Power and the Public Interest" by the congressman from the Fourth District we quote:

"What is the public good? For power development in the Pacific Northwest the public good is to get the job done—so that the people and the industries of that rapidly growing area will have the electric energy they need, when and on the scale they must have it, and at a price they regard as fair."

To which we say "amen." That "fair price" we believe is particularly important. For it is not what the power companies may call "fair," but "the people and the industries," concerned who have to buy it.

UNFORTUNATELY Congressman Ellsworth does not develop this point. He swings into the familiar arguments against federal power projects and in favor of private power in "partnership" set-ups, with particular emphasis on the high cost to the taxpayers of the multiple-power projects, and the low cost if private power is given control with subsidies from the government and state, in a partnership arrangement. (How much money could Oregon contribute!) Of course that cost calculation isn't correct.

The cost of a federal project and a high dam at Hells Canyon for example, which our Congressman opposes, would not ultimately cost the taxpayers a cent, for the sum whatever it might be would be ultimately repaid to the taxpayers through their government. As for the original cost, Uncle Sam's credit in this direction is still pretty good, and necessary "loans" could be obtained, we are sure, if a majority of the congress should, in opposition to Mr. Ellsworth, and others, vote for it.

BUT we do agree that the public good is to get the job done as SOON AS POSSIBLE—not only Hells Canyon but the Talent project—and thus provide for irrigation, flood control, and other collateral benefits as well as power at a "fair price."

But strangely enough Mr. Ellsworth, though replying to an article in the same magazine by Senator Neuberger, opposing private power at Hells Canyon, never mentions this project, so important to the Columbia River development, at all. He doesn't say he is for or against a high dam on the Snake,—in other words he skips the main topic of debate entirely and confines himself to the general proposition that federal development of power is wicked as well as costly, and the government has no money to spend, in that direction, anyway.

HOWEVER, as stated, on the proposition that in this matter of power, the program that would best serve the "public good" the greatest good to the greatest number—should be adopted, we agree with our Congressman 100 per cent.

The only question is which plan would do this best,—and there we disagree as far as Hells Canyon is concerned, for we think Senator Neuberger on this issue is right and Congressman Ellsworth isn't.

THERE is another item in this excellently composed "Reporter" article by Mr. Ellsworth with which we agree, namely: his contention that there is nothing socialistic or communistic in the Public Power Act. This is in surprising contrast to what the congressman from the Fourth District has claimed in the past.

As he now states, quote: "There is no authorization for the Federal Government to go into or conduct a power business as such."

He is right, there isn't. But there IS authorization for the government to pay the initial cost of a multiple-power project, for the benefit of the people, and that cost to be amortized over the years, and the money loaned by Uncle Sam paid back by sales of power at a fair price to the people in the area served.

That is what has been done in Tennessee, and that is what will be done at Hells Canyon if the federal high dam project is approved. It isn't essentially a matter of competition and certainly not of profit, it is essentially a matter of public service, which the government can do better—in some cases can only do effectively,—than can private business, largely because of the time that must be consumed on a multiple high dam project and the comparatively low return on the investment.

However that is old stuff,—the familiar but entirely sound argument between those who favor government power development in certain areas, because it can do the job better and cheaper than private power,—and those who don't.

Congressman Ellsworth presents the case for private power as he has often done in the past.

The Mail Tribune agrees with many of his statements moreover, but simply disagrees as usual, with his conclusions.—R.W.R.

Knowland Balks On Big 4 Talks

Charlotte, N. C.—(U.P.)—Sen. William F. Knowland (R-Calif.) said last night the time is "not right" for a Big Four conference because the United States does not know what will be the objectives. The former Senate floor leader told the Charlotte Executive Club that "we do not know what price Russia is going to have to pay." "They are going to demand something," he said, "as they

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.

Would Renounce Force

To the Editor: Recent information given out about atomic and hydrogen bombs has made a lot of us do some more serious thinking. The idea that I come up with is that we need to get back to fundamental Christian ethics and that nothing else will work.

I recently heard Arthur Godfrey remark that as much damage could be done in one afternoon as was done to Europe in World War II. He said that if planes could get through they could do that damage to our country, too. He said they could get through, too, and that the only way out was to stop them before they started and that therefore we should support the Strategic Air Command.

I took him to mean by this that we should drop such bombs on enemy nations before they drop them on us. He implied that in this will be our "security." I do not find this kind of security particularly appealing.

Then I kept mulling over the idea of "massive retaliation" enunciated by Secretary of State Dulles. In spite of the fact that Mr. Dulles is a prominent churchman it seems to me that this idea is a direct denial of the basic ethic of Jesus.

I think it would be much better to be wiped out by nuclear weapons than to drop such bombs on other peoples. Our own survival is not necessary to the world. It is much better that we should live by principles of love and justice than that we should merely continue to live and be completely brutalized like the enemies we are trying to fight.

There can really be no compromise between the war system and the way of Christ. And we need no longer apologize about the Christian way as though it were something visionary and impractical. It is reliance on force which is visionary and impractical. The time has come to cast it aside completely without waiting for anyone else. This may seem risky, but following Christ and taking his cross was never pictured as something easy and comfortable. And who would not rather take risks following Christ and living by his way of love than to take them dropping bombs on the cities of other nations?

Many people share the views I here express, but you don't often run across such expressions in the public prints. I feel this is a suitable time to express them in a letter to the editor.

Thomas McCamant, 300 Oakwood Dr., Medford, Ore.

Accident Cause

To the Editor: I am enclosing herewith clipping from the Mail Tribune of this date. This accident took place at the entrance of our driveway, and while I was not a witness to the accident, it apparently resulted from the injured person trying to cross the street where no sidewalk was available for the protection of pedestrians.

This brings up a matter I have been trying to impress upon the city officials for the past two years. The danger to pedestrians in crossing the intersection at West Main and North and South Orange streets. A letter written by me to the City Manager under date of Jan. 4, 1955, with an accompanying sketch, emphasized the seriousness of the situation. However, my efforts have met with seeming indifference on the part of the city officials, as nothing has been done.

No one knows for sure, but there is a possibility this lost life might have been saved had a safety zone been provided in which he could cross the street with some degree of protection. However, of one thing we are sure, having had the matter called to their attention, the apparent indifference on the part of the city officials has resulted in nothing being done to relieve the situation.

When you see such indifference as this on the part of public officials you sometimes wonder whether the apparent efforts of some in the safety campaign are actually sincere, or whether for purely publicity purposes on the part of the individual in question.

My concern in the matter is simply one in the interest of humanity and the further fact, that being located directly at this intersection, we would like to be relieved of the necessity of constantly witnessing these narrow escapes or accidents, and the nervous reaction thereto on the part of our clientele.

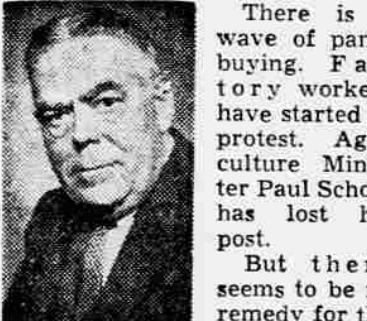
A.J. Curry, 906 West Main St.

Providence, R.I.—(U.P.)—Two nights after Martin Zawatsky's car was stolen he spotted it in traffic while driving a borrowed car. He plowed through the traffic and forced it to the curb. He almost caught the thieves too, but they could run faster than he could.

Shortage of Food In Eastern Germany Worries Authorities

By CHARLES M. McCANN

A serious food shortage has hit Communist East Germany, and Red authorities seem to be getting worried about it.



Charles M. McCann

There is a wave of panic buying. Factory workers have started to protest. Agriculture Minister Paul Scholz has lost his post. But there seems to be no remedy for the situation. It is one which is affecting not only every Russian satellite but Soviet Russia itself and its ally Communist China.

What it points to is a failure of basic Communist agricultural policies and of their application by Communist bureaucrats.

The Communists must be especially anxious over the situation in East Germany. The workers there have shown that they are not completely overawed by their Red masters.

In the Day's News

By FRANK JENKINS

Drama: The Finnish tanker Aruba, carrying 13,000 tons of jet plane fuel consigned from Communist Romania to Communist China, is wallowing along in the Indian ocean. Her engines are barely turning over. She is under orders to remain in international waters and—if she is stopped by anybody for any reason—to wait for further instructions.

The Chinese Nationalists say they will stop her. The Chinese Reds say that would be piracy. Somewhere along the line, somebody might start shooting. When somebody starts shooting in these days, nobody can know when the shooting will stop. It's a hair-trigger world, isn't it?

THE Oregon legislature is looking for trouble in the eye. It is facing a deficit of about \$60,000,000 for the next biennium. A biennium is two years. We do our financing for two years because the Oregon legislature meets every other year—in the odd-numbered years.

The reason a \$60,000,000 deficit has to be faced is that the budget for the next two years (the "budget" is the estimated cost of the services the people want the state to provide) calls for \$60,000,000 more than present tax sources are expected to provide in the way of revenue.

THIS is the big question: Where is the money to come from?

It will have to come out of the pockets of the people. There is no other place for tax money to come from. We talk a lot in these days about what government GIVES to the people. Let's keep this clear in our minds: Whatever government GIVES TO THE PEOPLE it must first TAKE OUT OF THE POCKETS OF THE PEOPLE.

WITH that out of the way, this question arises: What SYSTEM shall we use to take the money out of the pockets of the people?

A REALISTIC answer to that question was given a long time ago by some straight-talking tax collector whose name has been lost down through the centuries. He said: "That system of taxation is best which gets the most feathers from the goose with the least squawking."

That's what the legislature is trying to figure out now.

AT THIS point I'd like to remark that I personally prefer the sales tax system. It pulls the feathers out of me with the least pain. It pulls them out one at a time instead of one in a BUNCHES. Somebody can pull one hair out of my head at a time and I'll hardly notice it, but if somebody should pull a handful of hair out all at once I'd squawk loudly.

I pay my sales tax a little at a time. So my share of the sales tax is always PAID UP. There is no worry about having to dig up a BIG CHUNK all at once.

That hurts.

HERE in Oregon the sales tax is supposed to be a wicked thing with which we will have no truck. That is an old wife's tale.

WE HAVE a sales tax. By means of a sales tax, we raise the largest single amount of money raised by the state of Oregon—the money with which to build and maintain our highways.

The Communists certainly have not forgotten the riots of two years ago, in which the East German workers rose against the imposition of speed-up production quotas.

Reports of the food shortage in Eastern Germany started to reach West Berlin several weeks ago. Anti-Communist agencies which get reports from East German provincial newspapers, refugees, and agents maintained inside the Red zone first disclosed the situation.

On March 7, it was reported, the East German Communist Central Party committee issued a directive to party workers confiding that normal supplies of meat, sugar and butter would not be available "for several weeks."

The party workers were told to explain in their propaganda that last year's beet sugar crop had been bad and that farmers had failed to deliver their full quotas of meat and fats.

Next came reports that the Reds had cut the sale of sugar in the state-owned chain stores, that saccharine was replacing sugar in restaurants and that production of chocolate bars and premium beers of high alcoholic content had been stopped.

Last week news reached West Berlin that the Reds had cut the quality of bread to the lowest level reached during the war.

The Communists at first tried to deny the shortage entirely. They came around to admitting, in their newspapers, that housewives had started panic buying of flour, bread, meal and other foodstuffs, and of soap also.

The official Communist newspaper "Naues Deutschland" disclosed that workers of the great leuna synthetic gasoline and rubber works near Merseburg had complained that workers could not buy the food they needed.

Last Friday it was announced that Agriculture Minister Scholz had been "relieved of his post" at his own request but that he would remain as a deputy premier. This was the technique used in the case of Soviet Premier Georgi M. Malenkov.

German Command General Satisfied With Big Mansion

Kaiserslautern, Germany—(U.P.)—Maj. Gen. Miles Reber said today he was "personally very satisfied" with living conditions in his 30 room mansion whose renovation touched off cries of "waste and extravagance" in Washington.

"It's very luxurious," he said. Reber, commander of the Western Area Command in Germany, inherited the mansion on which another general spent \$52,000 to refurbish.

He referred to questions to Army headquarters at Heidelberg. Army headquarters said the records and files on the case were sent to Washington Feb. 21.

Reber refused to answer questions but volunteered that "somebody should have looked into the condition of the house before the money was spent on it."

A U.S. congressional committee disclosed in Washington this week end that retired Brig. Gen. Oliver Wendell Hughes had been "appropriately disciplined" for juggling bookkeeping in renovating the six bedroom house at a cost far above the authorized sum.

Matter of Fact

By Joseph Alsop

THE TIMETABLE

Hong Kong—The moment when the Chinese Communists began intensive preparation for military action in the Formosa Strait can be rather exactly dated.



Joseph Alsop

There were, of course, many preliminaries. The construction of the great Chekiang-Kiangsi airbase complex started in earnest as soon as the Korean war ended. Redeployment of units out of Korea was noted more than a year ago. The public outcry for "the liberation of Taiwan" was turned on in Peking as soon as Communist victory in Indochina was signed and sealed at Geneva.

Then Sino-Soviet agreement on the best approach to the Formosa problem was almost certainly hammered out during the long visit to China of Khrushchev, Bulganin and Mikoyan. This visit, which may also have been linked with the great change in Moscow, ended in mid-October.

But the first sign to the West that the "liberate Taiwan" shouting was in deadly earnest, was given here in Hong Kong. It took the form of a precipitous rise of the open market prices of kerosene, which is jet airplane fuel, and light diesel oil, which is the necessary fuel of an invasion fleet of motorized junks. The two prices shot up simultaneously just about the middle of last December.

Since then the struggle has been continuous between the oil companies and the British control officers on the one hand, and the eager fuel buyers from the Communist mainland on the other. As always when such contests involve the ever ingenious Chinese, the struggle has had its interesting quirks.

Hong Kong's motorized junks, for instance, have long been subject to fuel rationing to keep them from supplying the Communists. But with mainland buyers offering larger profits than all the fish in the East China Sea, the junk owners have been using their sails and selling most of their diesel rations at a special depot in the Pearl river estuary.

BECAUSE of the controls, the quantities of diesel and kerosene leading out of Hong Kong have not been militarily important. Most probably the buyers have been private or state traders supplying the civilian market in South-East China. But for almost two years previous to last December, there had been no sign of fuel shortage on the Communist mainland.

Thus it seems clear that in December, the order came down from Peking to begin building maximum stocks of the two invasion fuels. And this order immediately created the demand felt in Hong Kong and more recently reflected in the voyage of the "Aruba."

With intensive military stockpiling starting in December, the enemy should be ready to move in April or early May, if indeed he is not ready now. Here in South China, to be sure, Communist stocks of fuel and other military necessities are unlikely to be big enough to sustain operations on a big scale lasting a long time.

But South China is only a secondary center. There are hardly one sixth of the aircraft in the Canton airbase complex, for instance, that are stationed in the Chekiang-Kiangsi complex. And there are no indications of the kind of fuel shortage in Shanghai that would quickly appear if stocks in this

more important area were unsatisfactory. The different fuel positions themselves, are simply explained. The Canton region has to be mainly supplied by one overworked railroad, while tankers and freighters can ply freely between Mukden, Tientsin and Shanghai.

Another kind of preparation has also been going on in an interesting way. The Communists cannot attempt the physical invasion of Formosa until they have stocked and occupied the Fukien airfields that command the Formosa Strait; and they cannot stock the Fukien airfields until they have taken Quemoy and the Matsus. But there are no such barriers to psychological invasion. And this is being attempted in a very sly way.

THUS when the new constitution was promulgated and the Peking government was reorganized, a significant role was allotted to former members of the Kuomintang government. The evil old ex-governor of Yunnan, Lung Yun, the Generalissimo's ex-favorite, Gen. Fu Tso-yi, who sold Peking to the Communists, and several more turned up as vice chairmen of the National Military Council. And a really considerable number of turncoats were given simple council memberships.

Only last week, moreover, another old favorite of the Generalissimo's, Gen. Wei Li-huang, who head Chiang's expeditionary force in Manchuria, slipped across the border from Hong Kong and turned up in Canton in a blare of welcoming publicity. There is no doubt that Wei Li-huang "chose communism" at a carefully prearranged time. If Wei Li-huang's old friends in Taipei are having any doubts about the future, the effect among them should be considerable.

Over all one can discern a pattern of methodical, all embracing preparation that became intensive soon after the Khrushchev-Bulganin-Mikoyan visit to China. It is an ominous pattern. A carefully elaborate national plan is unlikely to be abandoned by the grim, dedicated men who rule in Peking, at least unless they are decisively convinced there is no smallest element of bluff in the big talk in Washington.

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FOR FREE Hartford, Conn.—(U.P.)—The Connecticut Milk Producers Association office has a vending machine that provides free drinks for employes and guests. Milk, of course.

MR. INSURANCE Fred Brennan

I have collected more than once on the "medical payments" of my auto insurance. Is "extended medical payments" now available to cover all family members in the household for any auto accidents, either as a passenger, pedestrian or bicyclist?

For Information Call MEDFORD INSURANCE AGENCY Phone 2-4940



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