

Today and Tomorrow

By Walter Lippmann

THE TWO SCHOOL SYSTEMS

A basic assumption of the Supreme Court's order is that in the 21 states and the District of Columbia, where segregation is required or permitted, there is now a growing public opinion against racial discrimination in the public schools. This does not mean that there is not a strong opposition in the South to mixing white and colored children in the schools. But there is also in the South a rising tide of opinion which recognizes that a dual school system is incompatible with American principles and that the real question is not whether but when and how this dual system is to be abolished.

Were it not for this Southern opinion, the Supreme Court decision would have been little more than a pious platitude. For the Court could not, the Federal government would not, coerce the Southern states. The whole action of the Court rests on the belief, for which there is ample justification in fact, that the will to solve this problem is already present in the South. Where there is a will, a way will be found, and we may add that as the way is found, there will be a stronger will.

The lower courts, sitting in the South and composed of judges living in Southern communities, will have to decide "whether the action of school authorities constitutes good faith implementation of the governing constitutional principles" against racial discrimination. We shall do well to make the efforts now to foresee what "good faith" is likely to mean.

In doing this we must not be hypnotized by the defiant voices from the states in the deep South where the problem is most difficult. We must try to understand the position of those Southern leaders who, while willing to comply, are beset by the practical difficulties.

The Supreme Court has told the lower courts to consider problems arising out of the physical condition of the school plant, the school transportation system, personnel, and the like. The underlying fact of the matter is that under segregation there are two school systems, and the school system for the colored children is in varying degrees but almost everywhere substantially inferior to the white school system. If, therefore, there is to be only one system, the schooling for the colored children will have to be raised to the standard of the white children. This will cost money. If, as is in fact so necessary, the standard of the whole system is to be raised, a lot more money will be required.

We may, therefore, expect to see school authorities going to the courts and saying: "We are willing to comply. But we are not willing to lower the standard of the schooling of the white children. We are willing only to raise the standard for the colored children. Where shall we find the money for the additional plants, the additional facilities, the additional teachers?"

FOR those who wish to look into the practical problems of compliance, I would recommend reading Chapter Eleven of the report by Harry S. Ashmore. This is published as a book by the University of North Carolina Press under the title "The

Negro and The School." The Southern states, even though they have been opposed to the integrated schools, have been making progress toward equalizing the two separate school systems. The progress since 1940 has been impressive. But the gap between the colored and the white schools is still large. It is much smaller in the cities than in the rural areas. It is smaller in terms of current expenditures than in terms of capital expenditure for school buildings and equipment.

The decision of the Supreme Court requires that as rapidly as possible colored children shall be educated in the same schools and shall have, therefore, the same kind of education as the white children. Segregation means not only that they are in separate schools but that in fact they are in poorer schools. Integration, which is now to be the order of the day, means lifting the education of colored to the standard of the white children.

THIS cannot be done quickly, and for this reason alone the Supreme Court was fully justified in refusing to set a deadline for compliance with the decision. Moreover, the lower courts, to whom the implementation of the decision has been remanded, will not, at least in many cases, be able to solve the practical problems. They will very probably, so one may hope, elucidate the practical problems which state legislatures and the Congress will then have to deal with.

We are facing the task of raising the level of schooling for colored children to the level of that of the white children, and of raising the level of both to what is needed if we are to educate the nation properly. We shall not escape the necessity of very substantial Federal aid in carrying out this task. The overall problem of American education is, I am sorry and reluctant to say, insoluble without large contributions which can only be raised by Federal taxation.

This would be the case even if the Court had not ruled against the segregated schools. But in ruling as it has, the need for Federal aid will become more obvious and ever more insistent. (Copyright, 1955, New York Herald Tribune Inc.)

State Grange Opens Convention at KF

Klamath Falls — (U.P.) — The 82nd annual convention of the Oregon State Grange will open at a picnic and barbecue at Collier State Park here today.

Klamath and Lake county granges will be host organizations for the convocate that will last through June 10. An estimated 1000 delegates, including Byron Frederick, master of the Ohio State Grange, will attend. Frederick will represent National Grange Master Herschel D. Newsum.

As a preliminary to the convention, the Grange juvenile degree was exemplified Saturday at Klamath Union high school.

No Action Expected on Shipyard Differential

Portland — (U.P.) — Congress will probably not act during the current session on a bill to remove a six per cent differential West Coast shipyards enjoy over East Coast competitors.

The prediction was made by Mayor Fred L. Peterson, who said Sen. Wayne Morse and Rep. Harris Ellsworth had notified him there was little likelihood for congressional action on the bill.



LIVING IN MALIBU, CAL., Rita Hayworth, film star, and Dick Haymes, her Argentine-born crooner husband receive happy news Washington, D. C. federal judge has ruled Haymes is not deportable for making flying trip to Honolulu to visit Rita before their marriage. Government may appeal decision. (International)

Medford One of Six Key Points in Civil Defense Warning Net

Medford is one of six key-point air raid warning centers in Oregon for the civil defense system, according to Arthur M. Sheets, state civil defense director.

He said a 24-hour alerting system has been in effect for several years on a stand-by basis.

This is how it works: The Air Force is responsible for air defense, including the attack warning system including radar stations and ground observer posts. Warnings of attack are sent to the air defense divisions, and they are responsible for relaying the warning to civilian defense organizations.

After an alert is received, the civil air force warning system places simultaneous telephone calls to the six key-point cities in Oregon. In addition to Medford, these are Portland, Salem, Eugene, The Dalles, and Pendleton.

The telephone system is tested daily. From the key-point cities, the calls are relayed to sub-key-point warning areas in each county, and down to community level. This relay system is tested each month.

The entire operation is handled by telephone, and is completed in a few minutes. A "yellow" warning means attack is probable; a "red" warning means attack is imminent.

Precautions Taken
Precautions have been taken against false alerts, Sheets explained. He pointed out that during the temporary and erroneous alert last May 5 which caused confusion throughout much of the Pacific coast, Oregon did not receive a warning because the report was correctly evaluated at the 9th and 25th air divisions, responsible for Oregon.

"That is why civil defense was not activated," Sheets continued. "If the time comes that we receive an actual warning from the Air Force, we will alert the public and mobilize our resources according to the operational plans. The efficiency of the operation plans vary a great deal,"

he pointed out, adding that they depend on the executive heads of the counties and cities involved and the civil defense directors they appoint.

Chairman Named By Interim Group For Highway Study

BY WILLIAM WARREN
United Press Correspondent
Salem — (U.P.) — State Sen. Warren McMinimee, Tillamook Republican, was elected chairman of the Legislative Interim Committee on Highway Study at its first and organizational meeting here Friday.

Rep. Robert L. Elstrom, Salem Republican, was chosen vice-chairman and Rep. William Braeden of Burns, secretary.

Under senate joint resolution 25 this interim group is charged with the responsibility of making studies and recommendations on several highway problems.

Perhaps foremost on the list is one concerning the desirability of creating a separate State Park Department. An effort to remove the supervision and administration of state parks from the Highway Commission failed in the 1955 legislative session.

The committee also will study methods, standards and results obtained in construction and maintenance of state highways.

Sen. Charles W. Bingner of La Grande, who served on the Highway Interim Committee that reported to the 1955 Legislature, told the committee he could think of no engineer or board of engineers who would be more competent to report than Oregon's own state highway engineer, R. H. Baldock. He noted that Baldock is consulted by several other states on such matters and is considered one of the outstanding highway engineers in the country.

LOC Requests Study
The League of Oregon Cities requested the committee by letter to study the present make-up of the State Speed Control Board. The league pointed out that with transfer of the Motor Vehicle Department from the office of secretary of state to a separate department under the appointive power of the governor would, in the opinion of the League, eliminate the need for the secretary of state being a member of the board.

The league requested that one of its officials be named on the board in order to consider the speed of vehicles using city streets.

Other members of the committee are Rep. E. A. Littrell of Medford and Fred Meek of Portland, and Sen. Walter Leth of Monmouth.

Within the Chicago terminal district, there is more than enough railway trackage to form a double-track railroad reaching from coast to coast.

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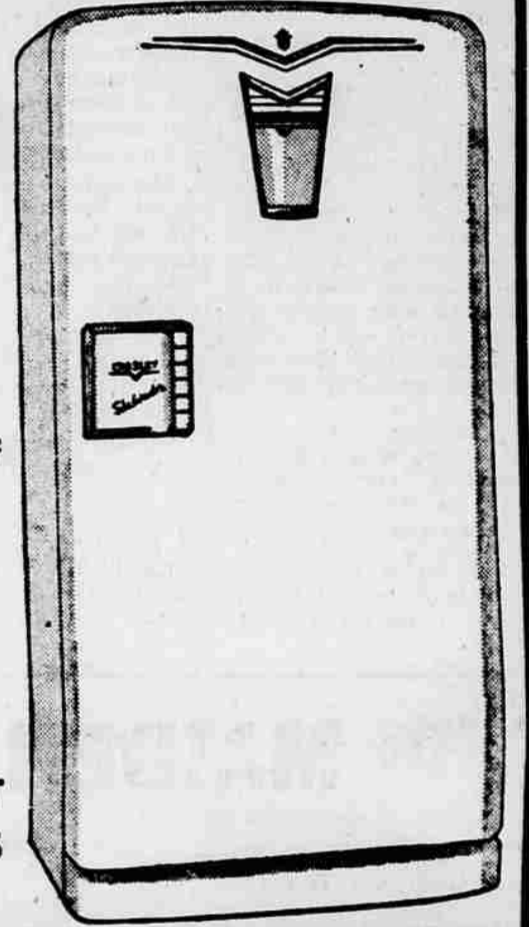
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