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ROBERT W. RUHL, Editor; HERB GREY, Advertising Manager; K. C. FERGUSON, Managing Editor; ERIC ALLEN JR., City Editor; HARRY CHIPMAN, Telegraph Editor; RICHARD JEWETT, Sports Editor; OLIVE STARCHER, Society Editor; JACK JACKSON, Sunday Editor; GERALD LATHAM, Circulation Mgr.

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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 July 7, 1945 (It was Saturday)

Vandals damage Buck Rock lookout station near Trail when lookout seeks medical aid for snake bite.

From Arthur Perry's The Hot Spud Pot column: The hot spell to date, has revealed no young man unsuccessfully attempted to stop an electric fan with his forefinger.

20 YEARS AGO July 7, 1935

Oregon's agricultural adjustment act, with codes and marketing agreements, held unconstitutional by Multnomah county circuit court.

Cascade Gorge resort on Crater Lake highway open for summer season after renovation by Roseburg business man.

30 YEARS AGO July 7, 1925 (It was Tuesday)

New York theatrical men staying at Medford hotel boost Rogue Valley as vacation spot.

Hubert Work, secretary of interior, starts Oregon tour of government aid reclamation projects in the northwest.

40 YEARS AGO July 7, 1915 (It was Wednesday)

Nine owners of dogs fined in police court for allowing dogs to run around without muzzles.

Automobile travel to Crater Lake increases 100 per cent and tourists trade increases 35 per cent during past year.

What's the Answer?

Can You Get 4 of the 7? Copr. 1955, Editorial Research Report

- 1. An average three-year old car will cost in repairs about two, three, four or five times as much during the year as an average one-year old car?
2. Stenographers and typists are reported, over the nation, in heavy or short supply for the jobs available?
3. If UN admits the Chinese Reds, the U.S. would or would not automatically have to give them diplomatic recognition?
4. The U. S. Patent Office now acts each year on fewer patent applications than are received, or on about an equal number?
5. The average addict spends about \$2, \$4, \$6, \$8 or \$10 a day on drugs?
6. The last previous chess match between U.S. and Russian masters was won by the Americans or the Russians, or was it a draw?
7. A colporteur gives out traffic tickets, hat checks, religious tracts, hand baggage, or fire-place fuel?

The answers: 1. About three times as much. 2. In short supply. 3. Wouldn't. 4. On fewer than are received. 5. \$10, says U.S. narcotics commissioner Anslinger. 6. The Russians won easily. 7. Religious tracts.

FLEET WINS OUT

Los Angeles — (U.P.) — Mrs. Margaret Jean Donald, 32, received a divorce on the ground she was playing second fiddle to the fleet. She said her sailor husband, Robert Donald Jr., told her he'd "rather stay aboard ship with his shipmates than be with me."

"The Public Be Damned"

The Southern Pacific railroad announced about a week ago that its freight business in the Medford area, had established a new high record for all time as far as lumber is concerned.

That can only mean that its profits in this area are greater than ever before for certainly with Medford's recent rapid growth, the freight business in fruit and other directions where the SP enjoys a monopoly, could not have materially declined.

JUST how many millions the SP has taken out of this valley in profits the past 10 years can't be determined for the information requested in this field has been denied.

But even the "friendly Southern Pacific" probably would not deny its profits have been considerable, and that if a decent passenger service were maintained north and south, a handsome profit would still be enjoyed.

ON the other hand it can't be denied that if passenger service losses sustained by the SP (common to all railroads today), can be eliminated, these profits can be increased and upper bracket salaries, dividends, cash reserves, etc., can be increased accordingly.

So it caused no great surprise to those who really know the Southern Pacific, and its conception of profits to itself versus public service to others, to learn that starting August 7th this "largest railroad in the world" will abandon the one train remaining on its passenger schedule, and provide this valley which has given it so much profitable business over the years—and probably more today than ever before—with no passenger service at all!

THAT this action will work a real hardship upon many people in Medford and the valley, no one can deny. This will be particularly true during the winter when motoring so often becomes difficult, and at times even air transportation has to be temporarily discontinued.

Moreover there are some people who can't drive their cars and are no longer able to fly.

In short this action will violate the fundamental principle of "public convenience and necessity,"—and probably the terms of the original franchise granted the SP when it took over the Oregon & California lines,—but judging the future by the past this will make no difference to the Southern Pacific.

THE "S.P." has done pretty much as it pleased in this section of the state, through all the years, and unless the people as a whole become more aroused than seems likely—and the state Public Utility commissioner also—this determination by the railroad to increase profits by not decreasing but completely abandoning all passenger service in this area will go through as smoothly and expeditiously as similar actions in complete disregard of the obligations of service to the public, have before.

Through all the years the Southern Pacific has not only "got away with murder" but made it pay.

Needless to say we don't refer to the local representatives of the railroad in any way. They are as good as they come. We refer ONLY to those in control of this billion dollar corporation and who determine its basic policies.

These policies are the same today as they always have been—get all the traffic will bear. In fact here in Southern Oregon is one of the striking examples of how little the business philosophy of a powerful railroad enjoying a monopoly can change in all the years since Commodore Vanderbilt of the New York Central struck the keynote of monopolistic selfishness and greed, when in answer to a plea to grant what the public wanted, hit the cuspidor bulls-eye, and remarked "THE PUBLIC BE DAMNED!"—R.W.R.

Asia Is the Big Problem

The Oregonian is deeply worried about North Korea. And with reason for it states quote:

"The Communist nations never have changed. Hence we had better provide the Korean Republic with what it needs if we have in truth been holding back. Because the United States will not stand aloof if another war starts there."

But who is to determine WHAT South Korea "needs" to maintain its independence? And just what would "not standing aloof" add up to if another war over there should start?

UNLESS we are greatly mistaken the American people are in no mood to engage in another war in Korea or anywhere else in Asia as far as sending an expeditionary force over there is concerned.

But if war should break out in Korea ships and airplanes alone would not be enough to turn the tide against North Koreans supported by Red Chinese and the Russians.

Moreover where would Japan come in?

WITHOUT Japan as an operating base, the USA would be practically helpless in such a war. There is already a strong movement in Japan against the small air and military forces we have stationed in that country now.

There is also strong sentiment in Japan in favor of a rapprochement with both Red China and Russia as far as trade is concerned. Trade is always a factor in the genesis of war.

Finally atomic war as a deterrent would not have the effectiveness in Asia that it appears to have—and we believe it has—in industrialized Europe.

IN short the real danger to this country and free democracy as a whole does not, in our judgment, lie in Europe but in Asia.—R.W.R.

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.

Both Have Disappeared

To the Editor: One of our old friends, a gold miner of the second generation (now deceased) who lived and mined southwest of Grants Pass, Ore., until the late nineteen twenties, gave us much first hand information of the early placer mines.

One incident we remember very well, was when the usual clean-up of a placer, once in the Waldo district, when a small unknown piece of foreign ore or metal was found in the sluice boxes. No one really claimed the new discovery, although it was so hard, a hammer never fazed it on an anvil.

Another odd experience was it lit up the inside of a tent-house at night. A Klamath Indian who took a fancy to the little specimen decided he would quit his job at the time, and when he went away the little piece evidently had gone too. There was no record of what became of either one, after that incident.

Bert Kissinger, 520 Boardman St., Medford, Oregon.

Booby Trap or Parking Meter?

To the Editor: How often have you found a nice parking place in the congested area of downtown Medford, to note that it was a 12 minute meter and of no useable value, for it was impossible to conduct any business in 12 minutes. The following report of the City Manager to the City Council of June 21st 1955 may help to explain your dilemma. I quote:

"In reply to request for a report on changing the existing 12 minute meters for 1c to 30 minutes meters for 5c, we have a quotation from the manufacturers of these meters, that the cost of the parts would be \$5.00. There would be some labor cost for remodeling these meters, but the meter repairman could perform this work during his regular hours at no extra cash outlay to the city.

"The parking survey indicated that the 12 minute meters do not accommodate any more parked cars per day than the 1 hour meters. In fact, the average time vehicles remained in the 12 minute metered zone was 25 minutes. Apparently the 12 minute time limit is too short a time for persons to use these meters without possibility of over staying the 12 minutes and obtaining a ticket.

"The 12 minute meters are difficult for the Police Department to check carefully, consequently there are considerable number of violations of over parking in these areas. The 30 minute time limit meters would be much easier to be checked by the Police Patrolman."

Now this original request was turned down on June 21 and I reintroduced it July 5 and it was turned down again. Now I am not gunning for anyone but feel as your elected representative and in matters of this kind where the public interest is so much involved as there are 41 meters of this type, that you, the public, would like to take the matter up direct with your elected representative, that these spaces may be used in the best public interest, and that the booby trap may be removed which is embarrassing to you and the police department, who are asked to enforce it. Fred E. Rpbinson, Councilman, Ward 1.

Bond Sale Approved To Build Cowlitz Dam

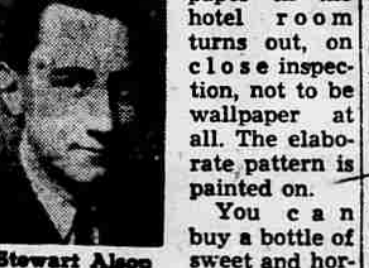
Tacoma — (U.P.) — The City Council yesterday approved the sale of \$15,000,000 in bonds to finance the start of a hydroelectric dam at Mayfield on the Cowlitz river.

Approval came despite the pending restrainer against going ahead with the project issued by Thurston County Superior Court.

Tacoma Utilities Board Chairman Tom Anderson said the city would seek a "high level conference" with Gov. Arthur B. Langlie regarding the long-standing controversy over the city's Cowlitz dam project. Another dam is planned at Mossyrock.

Matter of Fact By Stewart Alsop

MOSCOW'S SURPRISES Moscow — This place is chock full of surprises, big and small. Consider a sampling of the small surprises.



Stewart Alsop

The wall paper in the hotel room turns out, on close inspection, not to be wallpaper at all. The elaborate pattern is painted on.

You can buy a bottle of sweet and horrible drink shown as "Krem Cola," in dual tribute, presumably, to Coca Cola and the Kremlin.

A good many men here, as soon as they begin to go bald, take heroic measures. They shave their heads bone clean.

The Kremlin cars have a special built-in honk, like the crowing of a rooster with laryngitis, to warn lesser citizens out of the way.

The Russians go in heavily for roadside advertising, in favor of toothpaste, peace, vodka, kindness to cows, ice cream sodas, and so on. The results would not impress Messrs. Batten, Barton, Durstine, and Osborne. The commercial purpose is mysterious anyway, since all consumer goods are snapped up, almost regardless of price, as soon as they appear in the stores.

In the free market, for example, peasants do a brisk trade at fat prices in what appears to be ordinary roadside goldrod. The abacus is a universal substitute for the adding machine, even in the state banks.

This last surprise serves to suggest what might rate as a medium sized surprise—Russia's odd old fashionedness. The future which John Reed professed to see often looks remarkably like the not too distant past, preserved with fly-in-amber fidelity.

Take one example. This reporter has just lunched in one of Moscow's two or three most expensive restaurants (all restaurants are expensive, but this one is hideously expensive). The restaurant looks precisely as it must have looked 50 years ago, when the reporter's mother visited Moscow as a young girl, and no doubt ate decorously in the same place.

THE GREEN and gilt ceiling, the frescoes meant to deceive the eye, the vast chandeliers, the

Editorial Comment

S.P. SHOULD RUN MODERN TRAIN

We do not believe that the SP should run hundreds of thousands of dollars out of pocket on a passenger service, but do feel that the railroad owes it to this growing, lucrative freight-producing area to try a modern train for a reasonable period of time.

Ashland-Portland and intermediate points might not provide sufficient revenues, but if a schedule were tied in with main line connections at Eugene and Dunsuir, and attention drawn to the scenic features of the Siskiyou line, there should be a fair possibility of a new train breaking even or possibly returning a small profit.

Eastern railroads will soon be experimenting with new type trains, built with low centers of gravity and capable of taking curves at much higher speeds than the conventional equipment. Construction is being aimed at \$1,000 per passenger seat for the new equipment, which will be light in weight and pulled by standard diesel units.

A three car train—coach, combination buffet-lounge, and a combination Pullman - observation car, with whatever head-end mail or express space might be required, would be an interesting experiment over the Siskiyou line.

Of course the venture would cost money, but SP enjoys tremendous revenues off the Siskiyou line from its freight earnings and should be able to return a small portion of this in an effort to see whether a modern passenger train would pay. —Ashland Tidings.

Dead line Sunday Classified is at noon Saturday; 10 a.m. Monday for Monday; other days 5:30 previous day.

In the Day's News

By FRANK JENKINS Ho hum!!! That expression, I think, more or less accurately describes the attitude of most of us after a 1-0-n-n-g-g holiday when we're picking up the pieces and slowly getting back again to work—which, after all, is the REAL part of this business of living.

IT'S rather PLEASANT to get back to work. Now ISN'T it? Wise Thomas Carlyle said something when he wrote about a century ago: "Blessed is he who has found his work; let him ask no other blessedness."

NO BIG news after the long holiday. For which thank fortune! The big news in these days is apt to be BAD news.

BY MODERN custom, we chalk up after the Fourth of July the total of traffic accidents. This year, the total was the biggest in history—a grim 393.

Well, there are more people. And more cars.

RECKLESS driving? RI suppose so. But let's not forget that over the holiday week end 239 people died by drowning. The number of deaths due to falling off step-ladders and slipping in bathtubs hasn't yet been computed.

THESE modern days are supposed to be dangerous days. I wonder. There are more accidents, of course. But there are more people.

And—Our communications facilities are fabulously more complete and perfect now than in the olden, golden days. Maybe we just HEAR MORE about the accidents.

SPEAKING of modern news. The stock market continues its upward swing. The Wall Street report says gains ran to between four and five points.

IS THAT good news? Or is it bad news? Is it the beginning of another inflationary boom?

Or is the mechanical revolution just beginning to click?

WELL, YOU can't stop people from hoping. Maybe we are approaching the time when our conquest of the machine will be so complete that income can keep on going up on technological improvement and prices can keep coming down for the same reason.

That would be wonderful. IT COULD happen.

LET'S CLOSE on a more serious note. Senator Lyndon Johnson of Texas, who is the Democratic leader in the senate, suffered a heart attack on Saturday night and is now in Bethesda naval hospital in the outskirts of Washington.

His condition is described as serious. He is only 46.

SENATOR Johnson shows every sign of being a STATESMAN rather than a mere politician of the type that counts the votes first and then forms his opinions. We can ill spare men like that.

Unemployment Bill For D. C. Described By Senator Morse

By SEN. WAYNE MORSE Washington, D.C. — (Special) — Several months ago I introduced an unemployment compensation bill for the District of Columbia. It embodies the major Truman-Eisenhower proposals. This District of Columbia bill has national significance because it can set a pattern for state action.

Its principal features are: a formula increasing minimum benefits and providing for a maximum of 67 per cent of the average weekly wage for the area; an increase of duration of benefits to 26 weeks.

The Senate District of Columbia committee has acted favorably on my bill. Because I was able to arrange for bipartisan co-sponsorship it should receive favorable consideration by the Senate.

This bill is in sharp contrast to the unemployment compensation bill enacted by the Oregon legislature and approved by the governor this year. The Oregon act will disqualify thousands of workers and will cause loss of earnings to many Oregonians thereby damaging business throughout the state. The Oregon law is a demonstration of the need for federal minimum standards.

As expected, the Hoover commission proposals on natural resources and power would turn over all economic hydroelectric resources to the private utilities, destroy low public-power rates and cripple rural electric co-ops, public utility districts and damage municipal systems.

For example, the commission, which was stacked with private utility partisans, recommended that no public transmission lines be built. That has been the policy of the Eisenhower administration where it was proposed to bring public power to new areas or public bodies. Yet, Secretary McCarry has announced studies of plans for public transmission lines to deliver private utility power from "partnership" projects to private utility distribution centers. That is indeed a strange way of promoting federal economy.

First Negro Gains New York Court Post

New York — (U.P.) — Harold A. Stevens today sat on the bench of the state Supreme Court, the first Negro to hold such a position in New York's history.

The 47-year-old jurist was sworn in Wednesday by Secretary of State Carmine G. DeSapio. Gov. Averell Harriman witnessed the ceremony.

The governor described the new justice as a man "who has won the respect of the community and who will serve with great distinction in the Supreme Court."

Stevens was appointed to a term expiring Dec. 31, 1955. He succeeded Judge Thomas L. J. Corporan who died Feb. 21.

The Mail Tribune Want Ads



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