

MEDFORD MAIL TRIBUNE
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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 19, 1945
Civil Aeronautics administration recommends to Ashland city council that Class 1 airport be constructed on site two miles northwest of Ashland.

20 YEARS AGO
July 19, 1935
Harold D. Grey of Medford appointed director of division of labor and management of the central office Works Progress administration.

30 YEARS AGO
July 19, 1925
From Mining News of Southwest Oregon: Grants Pass claims the record of the only city in Oregon whose banks carry "gold dust" as part of their assets.

40 YEARS AGO
July 19, 1915
Minnesota governor and party of five arrive in Medford for side-tour en route to San Francisco fair.

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

1. The United States island closest to a Russian island is 3, 13, 30 or 130 miles from it?
2. Secretary of State Dulles was once or never a U.S. Senator?
3. The federal Sherman act is used to break up white slavery, dope peddling, car stealing rings, business monopolies, or espionage?
4. The Huguenot settlers in North America were Catholics, Jews, Quakers, French Protestants, or Swedish Lutherans?
5. Total U.S. road mileage has increased proportionately about as much as number of U.S. cars, much more or less?
6. A cricket team is composed of nine, ten, eleven or twelve players?
7. A transvestite lives in a certain area of South Africa, performs on a trapeze, sails a boat across the wind, or likes to wear clothes of the opposite sex?
The Answers: 1. Three miles. 2. Was (briefly). 3. Business monopolies. 4. French Protestants. 5. Much less. 6. Eleven. 7. Likes to wear clothes of opposite sex.

"Let Them Eat Cake"

No one would expect the Southern Pacific, or any other public utility, to serve this community—or any other—at a loss.

And no public utility would do so for long. Take Copco, for example. How long would Copco furnish Medford and Southern Oregon with light and power if it lost money in doing so?

But if Copco should make a 10% profit on its total operations in this section of the state, yet its service to Eagle Point on power, for example, showed a loss, would it deprive that town of all power to increase its net revenue?

WE DOUBT it. We doubt if it tried to do so, the P.U.C. would allow it.

For the responsibility of a monopolistic public utility, does not consist solely of making money. It assumes through its possession of a franchise a certain obligation of public service.

And the public utility commissions were originally organized to see that this service is properly rendered, and at a reasonable price.

BUT if the S.P. determination to abandon all passenger service in Southern Oregon, north and south, because it fails to make a profit on same is sustained, then the time-honored principle of this obligation—"public convenience and necessity"—is entirely repudiated and thrown into the ash-can.

THE S.P. may make a net profit of a million dollars a year—or a month for that matter—out of this growing and fertile portion of Oregon from Eugene to the California line. But it will be allowed to increase that profit by half a million dollars, by depriving this section of all passenger service—a service that the district has enjoyed and become accustomed to for over half a century—if its plea for more profits is allowed, and the service discontinued.

In short no account is taken by the SP, and its supporters, of what this community gives the Southern Pacific in profits, only what the large and exceedingly prosperous railroad fails to get in one operation, of ONE third-rate passenger train to Portland and return.

THE fact is noted by the SP that on an average only 20 passengers have been taken north and 18 south, daily. Well that isn't a great number we admit and a profit on that basis may be as impossible, as the SP financiers claim.

But it might be noted in passing that the total is 38, every 24 hours every day in the year, so the grand total comes to approximately 14,000 who have been served annually, in the passenger service the railroad wants to abandon.

We grant that doesn't represent a high percentage in the books of this "billion dollar corporation," but not so long ago that number exceeded the population of Medford, and probably now exceeds the population of every other town in the area served. It is also reasonable to believe these residents would not have taken the train if they could have—or wanted to—avail themselves of other means of transportation.

So if this service is discontinued how will they get to Portland, or from Portland to Medford if and when they so desire?

That may worry them. But it doesn't worry the S.P.—not if they fail to get their desired profit out of it! As Marie Antoinette once observed, "they can eat cake" or perhaps some of them can hitch-hike! —R.W.R.

Money Isn't Everything

Characteristically the Oregonian, always with its eye on the cash register, goes all out in its praise and defense of the high and mighty Southern Pacific, in this passenger controversy.

This cutting off passenger service it says may be regretted by certain whistle-stop communities, but the trend will not be slowed by words, only by "fare money pushed through the windows." Its the dollars that counts!

IN FACT passenger service between Eugene and Ashland, the Oregonian believes, was doomed since the building of the Natron "cut-off," the route through Medford since then has been not only merely "a branch line," but it is "slow, bumpy, crooked and even modern light-weight Diesel railcars could not provide satisfactory service and "lure passenger traffic away from the airlines." That is the S.P. argument dutifully adopted by the Oregonian.

WE WONDER if the railway experts on the Oregonian have ever taken the Western Pacific Dome car train "Zephyr" from San Francisco to Chicago via Denver?

That route is certainly as circuitous and uneven as any in the country, the road bed as a whole can't compare in quality and stability with SP's "branch line." And yet through extensive advertising, promotion and modernization, including Diesels, this railroad has made a great success of this crack passenger train, and we don't believe even if it showed a deficit now and then the train would be abandoned.

In fact if the SP theory of "let the public be damned" is upheld and should be followed by other railroads there would be wholesale abandonment of service particularly suburban and interurban passenger service, all over the country for it is doubtful much if any passenger service is profitable per se. The freight and collateral profits however more than make up for the loss, particularly where the railroad leaders think there is a monetary value in good will and good public service, as well as in the almighty dollar.—R.W.R.

Casablanca Situation May Be Embarrassing To West at Geneva

By CHARLES M. McCANN
United Press Foreign Analyst
The ugly situation which has developed in French Morocco may prove embarrassing to the Allied negotiators in Geneva.



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The ugly situation which has developed in French Morocco may prove embarrassing to the Allied negotiators in Geneva.

Premier Edgar Faure who represents France at the "summit" conference, is being closely advised of the situation.

A representative of the Moroccan independence party has cabled President Eisenhower asking him to demand that France stop the "massacres" in Casablanca, the Moroccan capital.

Morocco is not on the program for discussion in Geneva, nor are French North Africa and the "colonial" situation in general.

But when President Eisenhower suggests that Soviet Russia permit its satellites to choose their own forms of government, it seems logical to believe that Premier Nikolai R. Bulganin would think—even if he did not say—"why not Morocco, too?"

It seems logical, too, that leaders in Arab countries, other Moslem countries and all those who denounce "Western colonialism" would think that Morocco is increasing world tension.

The situation in Morocco started to get really hot on June 11, when the French editor of a Casablanca newspaper was assassinated—by fellow Frenchmen—because he favored Moroccan home rule.

Things started to get explosive last Thursday. Then French people in Casablanca were celebrating Bastille day, the French national holiday, when native terrorists exploded a bomb on the terrace of a Casablanca cafe. Six persons were killed and 35 wounded.

The next day the French turned out. They had watched with growing resentment the attempts of Gilbert Grandval, the new resident general of Morocco, to start a program of increased home rule. Now they ran riot.

They looted, burned and lynched in the Medina, the native quarter of Casablanca. Daily Rioting

Since then there has been rioting each day involving Frenchmen and Moroccans. Grandval has imposed martial law. Tanks have fired on mobs. French authorities estimate that up to 200 persons have been killed.

Grandval took two drastic steps yesterday in hope of stopping the rioting. First he started a purge of the police force, accusing it of inefficiency in combating riots, especially of failing to check the French mobs. He fired the Casablanca police chief, a Frenchman.

Second, Grandval put two leading French politicians on a plane and sent them to Paris. They are Marcel Mattel and Jean Cambiasso. Mattel is secretary general of the "Union for the French Presence in Morocco."

This powerful organization, which has important parliamentary support in France, is fighting home rule. Cambiasso was accused of complicity in fomenting riots.

Grandval arrived in Morocco as the new resident general on July 7. He faces a tough job, if not an impossible one. But if he can just get the situation quieted down for the duration of the Geneva conference, he will have accomplished something.

Matter of Fact By Joseph Alsop

IKE AT THE SUMMIT
Washington—If all goes well, history will probably record the summit meeting at Geneva as the moment when President Eisenhower first strongly asserted his personal leadership in foreign policy-making.



Joseph Alsop

The question is simply whether the President will follow his own creative inclinations or will stick to the official administration line.

Until the very moment when the American delegation left for Geneva, the official approach to the summit meeting continued to be extremely negative—at least every level below the White House level. Immense numbers of "position papers" were laboriously prepared. But essentially, the aim was to prevent anything awful happening at the summit, rather than to make something good happen there.

Most of the position papers took the form: "If the Soviets make move A concerning Germany to secure a checkmate." Further, the decision was taken to try to avoid talking about one of the two vast problems that are the real keys to any true international settlement, and to avoid taking any solid American position whatever on the other.

On an honest assessment, all European and all economic questions pale into perfect insignificance when compared with the question in the Far East and the question of disarmament. The Far East is the place where international Communism is on the march today, and there can be no real world settlement until it is known where this onward march will be finally halted.

Disarmament above all demands decisions about the absolute weapons; and there can be no end of the fear that haunts the world until the world knows what is to be done about the H-bomb.

Yet the aim of Secretary of State John Foster Dulles and the other official policy makers is not to discuss the Far Eastern question at Geneva if it is possible to dodge doing so. In the preparatory meetings, the British and French were requested to cooperate in this policy of silence. They agreed, somewhat reluctantly, to do their best to keep the topic of the Far East out of the Geneva talks.

MEANWHILE, the President's inclination to try to do business with the Russians has also been considerably strengthened by the report of Charles E. Bohlen. Bohlen has stated that the Russians really do want some sort of settlement or relaxation of tensions, not so much because of crippling inner weaknesses in the Russian system, but because the Soviet leaders have also looked down the dark perspective opened by the H-bomb, and have been terrified by what they saw there.

Altergether the chances are pretty good that the pettifoggish position papers will be torn up; that the negative approach will be abandoned; and that the President will make a bold, honest and creative effort to find the beginning of a basis for agreement. If the President allows himself to be himself in this manner, the summit meeting will indeed become a great occasion, whatever its final result may be. (Copyright, 1955, New York Herald Tribune Inc.)

SELF PORTRAIT WINS
Chicago—(U.P.)—Joseph Simonetta, 16, Pittsfield, Mass., won an art scholarship contest here with an oil portrait he painted

In the Day's News

By FRANK JENKINS
This piece—along with others to follow it at intervals—is a notebook summary of thoughts, comments and reflections inspired by another of these official inspections of Oregon's highways and state parks.

This one covers northeastern Oregon—up the Columbia to Boardman, where Highway 30 leaves the Great River of the West, through Pendleton to La Grande, thence up to remote and beautiful Wallowa lake in remote and beautiful Wallowa county, back to La Grande, thence along Highway 30 through Baker to Ontario, on the Snake, back up the canyon of the Malheur to Burns, then in a southwesterly direction to Lakeview and from there back to Portland by way of the Fremont highway, the Warm Springs cutoff and the Mount Hood loop—a round trip distance of some 1500 miles.

The personnel includes the Oregon highway commission and a staff of engineers, a segment of the state parks advisory committee, a quorum of the legislative highway interim committee and representatives of the federal bureau of roads and the federal forest service—both of which cooperate in the financing of Oregon's highways.

THE route from Portland follows the new Banfield expressway, leading into the new Columbia highway. This expressway is 14 miles long and when completed will cost \$16,000,000, of which \$10,000,000 will be for construction and \$6,000,000 for right-of-way.

Pretty stiff for right-of-way? True enough. But it's wide and roomy, engineered for the future. And the right-of-way included some pretty valuable real estate.

MORAL for Oregon's smaller cities: Get the plans made now for your FUTURE system of wide, through streets, freeways and expressways to handle the traffic of the future. The right-of-way will cost lot less now than if you wait.

It was because Portland waited too long that the right-of-way for the Banfield expressway cost so much.

Oregon's smaller cities will pay. We won't ever get big enough to warrant such fabulous things.

LET'S not fool ourselves. GREAT GROWTH lies ahead of the cities of Oregon and Far Northern California. The population congestion that started in Southern California is moving steadily northward along the Pacific Coast—which is America's most favored region. Travel to the East and talk to people. East of the Rockies, two out of four of those you talk to will tell you they're going to live in the West—or else.

We'd all better start making plans now for growth. Right-of-way for the wide through streets and highways that future traffic will demand is cheaper now than it will ever be again.

FINANCIAL note: The new Columbia highway from Troutdale, in the edge of Portland, to The Dalles will cost \$37,500,000. Back in 1917, after a campaign that stirred the state to its bottom dregs, the people of Oregon voted a bond issue of \$6,000,000—which we thought then would build all the roads we'd ever need.

Time marches on. And as it marches on it calls for more and more and MORE of such modern necessities as roads. It will be that way as long as America remains a DYNAMIC growing nation.

OPTIMISTIC thought: It's easier to find the hundreds of millions we need now than it was back in 1917 to find \$6,000,000.

OUR roads get steadily better—and safer. You doubt the statement that our highways get steadily safer? Wait a minutes. Try to imagine the traffic of today on the highways we built with the first \$6,000,000.

Curves were narrow—and all of curves were narrow—and all of curves were put in on purpose. The cars of that day wouldn't go much faster than 20 mph, and the engineers thought (probably with reason) that long straightaways would be so tiresome that drivers would fall asleep out of sheer boredom. So they put in the curves to keep people interested and alert—and AWAKE.

If we tried to carry the traffic of today on those narrow, twisty roads, we'd have to float a big new bond issue to provide money enough to finance the new cemeteries we'd need.

AS it was—away back in 1917—many people claimed the engineers, spending the people's hard-earned dollars lavishly, were EXTRAVAGANT when they insisted on building two traffic lanes.

One lane would be enough, these citizens asserted. Why, they said, if one did meet a car every now and then one could

On The Side By E. V. Durling

(Distributed by King Features Syndicate, Inc.)

No doubt you know what baseball team won the Series last year. But do you know who won the title of world's champion cook? This was decided at the International Culinary Fair in Switzerland. It was a dead heat between the Austrians and Germans. The Belgians were second. England and Norway tied for third. The French, Italian and United States cooks were also runners. The United States entry finished last. To display its culinary skill, the United States entry made a choice that seems very peculiar to me. It was creamed turkey. How could anybody expect to win a world's cooking championship by showing how they prepared creamed turkey?

Asking Queries from clients. Q. I know who "Calamity Jane" was. Also am familiar with the careers of Klondike Kate and "Two Ace" Dora, but who was "Diamond Tooth" Gertie? A. The lady known as "Diamond Tooth" Gertie was a well known Klondike character around the turn of the century. . . . Q. What are your television program "mists," if any? A. Walter Winchell, Jack Benny, George Gobel, Jimmy Durante, "Groucho" Marx and the Arnaz-Ball team in "I Love Lucy."

That Figure How much does child bearing permanently affect the form? How many children can a woman have and still retain her streamlined figure? I have just heard of a 37 year old mother of seven children whose present measurements are: bust, 33½; waist, 24, and hips, 33½.

Passing By Archie Moore, picturesquely pugilist. When Archie retires from the ring he should go in business as weight reduction expert.

Superior Sex Another indication as to how seriously the females have taken the claim that theirs is the superior sex is the marked change in film scenes involving osculation. Now the woman takes the initiative. The heroine advances on the hero, takes him with kisses. This was started by Deborah Kerr in the film titled "From Here to Eternity." Many other featured film females followed her example. Now even Katherine Hepburn is handling her kissing scenes that way. Says She

"So you say a young man should ask a girl how well she can cook before he marries her," writes a feminine subscriber. "I suggest a young woman ask a man how well he can support her before she risks her happiness with him. Now about three-fourths of married women have to work in offices or factories to even afford the privilege of eating good food. When are these working wives supposed to cook those delicious meals? After they have worked hard eight hours on some job or on week ends while they are cleaning house, washing and ironing so they can go back to work on Monday. Or perhaps you were referring to the lucky few wives who can stay home and be properly supported by their husbands."

McCormack Sees Bid Not in Bag for Adlai Washington—(U.P.)—House Democratic Leader John W. McCormack (Mass.) "wouldn't be surprised" if somebody other than Adlai E. Stevenson were nominated as the Democratic presidential candidate for 1956.

"We have a number of excellent men who would make desirable candidates," McCormack said last night in an interview. "The nomination of the Democratic convention is not closed by any means. I think it is wide open," he said.

"I respect Governor Stevenson very much," he said, "but I would say it is not in the bag for him, so to speak, and I look to the next Democratic convention . . . to be an interesting one. And I wouldn't be surprised if somebody other than Governor

get off the paved strip while passing! But the engineers were stubborn. They insisted on two lanes, one to carry traffic going in one direction and another to carry traffic going in the other direction.

THEIR stubbornness turned out all right. Experience taught us that we DID need two lanes. We need four lanes already on vast mileages of our highways, and will need six lanes in the not too distant future.

Consult Mr. Insurance Fred Brennan

If the war dead could speak they would certainly all agree on one piece—and to war. On this day, let us, the living, dedicate ourselves to pray for peace, to work for peace, to help the governments of men solve their problems without resort to the horror and devastation of war.

For information call MEDFORD INSURANCE AGENCY Phone 2-4940

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