

MEDFORD MAIL TRIBUNE

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NATIONAL EDITORIAL ASSOCIATION

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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 22, 1945

Ninety Jackson County 4-H members attend Lake O' Woods camp.

From Arthur Perry's Ye Smudge Pot column: Citizens have started running around in their shirtsleeves. They think they are keeping cool, and give a rustic appearance to this metropolis.

20 YEARS AGO July 22, 1935

Rogue River National forest fire-fighting crews start work on 30 fires caused by lightning.

Thieves attempt to blow safe at Southern Pacific office in Gold Hill with nitro-glycerine; two other places robbed in Gold Hill.

30 YEARS AGO July 22, 1925

Two special elections may be held at same time in Medford for a water bond and annexation proposals.

Ashes and mud from 8,000 feet up Mt. Shasta causing Sacramento and McCloud rivers to become thick liquid mud.

40 YEARS AGO July 22, 1915

William Jennings Bryan to speak in Medford city park July 29, according to plans announced.

From Local and Personal column: The mercury rose to 100 degrees Wednesday the second hottest day of the season. At noon today the temperature was 98 degrees. Orchardists without means of irrigation are rapidly being converted to the needs of artificial watering, while those with foresight are content. The second crop of alfalfa is suffering from the heat. The heat is making the forests dry as tinder and sending scores of vacationists to the hills.

What's the Answer?

Can You Get 4 of the 7? Copr. 1955, Editorial Research Report. 1. About 150,000, 500,000, 1,000,000 or 1,500,000 Americans quit smoking cigarettes in the last 18 months? 2. Pope Pius XII said recently that Communism is getting stronger or weaker with Italian workers, or holding its own? 3. An oil well was first developed commercially in California, Oklahoma, Pennsylvania, Texas, or West Virginia? 4. If you flew due west from Gibraltar, you'd reach Virginia, Bermuda, Florida, Mexico, the Panama Canal, or Brazil? 5. The heavyweight boxing title was lost by Jess Willard to Max Baer, Joe Louis, Jack Johnson, Jack Dempsey, or Gene Tunney? 6. Congress is likely or unlikely this year to vote for a Constitutional amendment changing the presidential election system? 7. William V. S. Tubman is the president of which independent nation? The answers: 1. 1,500,000 says the Census Bureau. 2. Getting weaker. 3. Pennsylvania. 4. Virginia. 5. Dempsey. 6. Unlikely. 7. Liberia, in Africa.

No Way To Do Business

We have said it before and we say it again: A city councilman's lot is not a happy one.

But we see no reason for city councilmen to make it tougher on themselves than it is. The bit of foolishness last Tuesday evening is what brings the subject to mind.

Let's review what happened:

IF A paving petition is presented to the council, it can pass an ordinance ordering the paving in. If the petition has signatures of those owning 50 per cent or more of the frontage, the cost of the paving can be assessed to all frontage owners on a front-foot basis, and can be paid for over a period of years through the use of Bancroft act bonds.

If less than 50 per cent of the frontage is represented by signatures on a petition for paving, the city can still order in paving, but it cannot assess the property owners for the work, and must pay for it itself.

AT TUESDAY'S council meeting, the question of paving a street came up. The petition requesting paving was presented. It contained signatures of those who owned 53.8 per cent of the property.

But at the same meeting, a petition opposing paving was also brought up for hearing. It contained the name of a woman who had signed the first petition, but later changed her mind. A letter from her, explaining this, was presented. With her property withdrawn from the first (or pro-paving) petition, that left only about 49 per cent of the frontage represented.

The council voted in the paving. In doing so, it overrode her objection on the grounds that her signature on the petition, and on her own letter, might not be hers. This display of undue suspicion and bad temper is unbecoming to any member of the council—certainly to one who pretends to be a servant of the people he represents.

THE fact that the woman involved later appeared, and faintly in the council chambers, merely added excitement and drama to a rather sad and sordid situation.

If the council persists, it may face court action if it attempts to force assessments. And if it decides to pay the cost itself, it picked a bad time to do it, just after cutting budgets to the bone and beyond.

In addition, the council bears a moral responsibility for its actions. There is an overriding need, in public servants, for common courtesy and consideration in its dealing with the people who elect them.

We are glad that two councilmen failed to get stampeded into this silly business. We hope the others will acknowledge that they made a mistake, and will rectify it at the next meeting.—E.A.

The Highway Bills

Congress has yet to make a decision on what type of highway construction assistance it will come up with this year. But it is virtually certain that some bill will be passed providing federal funds for highway work.

Whatever the final decision, southern Oregon can expect to benefit through Oregon's share of the federal allocation.

THERE are two basic plans being considered, the Fallon bill (sponsored by Congressman George H. Fallon, Maryland), which received the approval of the House public works committee last Friday, and the Gore bill (sponsored by Sen. Albert Gore, Tennessee).

The House bill calls for a federal contribution of \$24,000,000,000, to be matched by \$2,500,000,000 by the states. The plan is to complete the "National System of Interstate and Defense Highways" in the next 12 years. Federal aid to all other roads would be \$725,000,000 per year, with the intention of increasing this total by \$25,000,000 each year until 1968.

THE Senate bill was passed six weeks ago. It calls for \$7,750,000,000 in federal funds for the National System, with \$900,000,000 per year for other roads.

If the House approves the Fallon bill, a conference committee will have to iron out the differences between the two measures.

THE Highways for Survival Committee, a non-partisan group devoted to the construction of adequate highways throughout the nation, has prepared a comparison of the two plans. It is devoted to discussing the effects of the two measures, not to the methods of financing, which has been the chief bone of contention regarding the measures.

The House act, the committee reports, would provide Oregon with \$329,000,000, to be matched by \$8,600,000, over a five-year period.

Under other types of federal highway aid, Oregon would get \$11,100,000 under the House plan in 1957, \$5,700,000 of it for primary roads, \$4,000,000 for secondary roads, and \$1,500,000 for urban connections and streets. These figures would increase each year.

The Senate plan would provide \$14,100,000 on the same matching formula, constant for five years, with proportionate allocations to the three categories of federal-aid roads.—E.A.

Suzan Ball Remains In Serious Condition

Hollywood—(U.P.)—Doctors at the City of Hope Medical Center reported today that actress Suzan Ball still was in "serious condition" from a recurrence of cancer which caused her leg to be amputated more than a year ago.

Non-Farm Employment In Oregon Increases

Salem—(U.P.)—Non-farm employment in Oregon in mid-June was estimated at 474,900 by the State Unemployment Compensation Commission, 16,200 higher than a year ago. About half the increase was in logging and lumber.

In the Day's News

By FRANK JENKINS

High up on a sun-drenched bench on the Washington side of the Columbia stands a weathered concrete structure that catches every roving eye. It is spotted on most of the maps as Maryhill Castle.

It has an interesting history.

IT was built by Sam Hill. Sam Hill was a son-in-law of Jim Hill, having married the Empire Builder's daughter Mary. Hence the name Maryhill.

Sam Hill was an able citizen in his own right, and with the backing of his father-in-law became a world-famous character. In his later years he traveled widely over the world and hobnobbed with dukes and princes and kings.

With a railroad fortune at his back, he became interested in automobiles and highways for them to travel on. He was one of the earliest of the evangelists of the cult of good roads.

WHY did he build Maryhill Castle?

Partly it was a rich man's hobby. He could afford it. All down through history well-heeled able men have built castles. Sam Hill was familiar with the castles of Europe. That commanding bluff above the majestic Columbia may have appealed to him as a proper place to build a castle. Anyway, he went ahead and did it.

He built Maryhill Castle as an architect's dream of what a luxurious home should be in an age dominated by the automobile—which, he foresaw, would change men's lives as no preceding human invention had done. As originally constructed, Maryhill had a long corridor through its second story. This corridor was reached by a ramp. Automobiles could drive up the ramp, through the inside corridor and could go out at the end and down another ramp into garages at the bottom. On each side of the corridor were living facilities, including a huge living room and game rooms.

The idea was to utilize the automobile—then in its rudimentary stages of development—to the fullest possible extent for the greater convenience of the great house's occupants.

THAT is to say:

Back there nearly a half century ago Maryhill Castle was as perfectly designed for ultra modern living in the ultra ultra modern automobile age as if it had been architected by Harold Lloyd Wright, the modern of Moderns in the way of functional houses built for modern living in this modern day.

AT Maryhill, Sam Hill, backed by a railroad fortune—went much farther than the design of the house itself in his anticipation of the automobile age. In the grounds, along the road leading up to the castle from the river level, he built sections of the various types of roads then known, starting with macadam and going on through such types as concrete pavement, blacktop pavement and oil mats.

These were designed to be guinea pigs for the highway engineers.

MARYHILL CASTLE, of course, was ahead of its time. But it is interesting to reflect that back in that earlier day when the automobile was still in its more rudimentary stages, a keen intelligence such as Sam Hill's had anticipated the day when this new device would revolutionize human living.

Maryhill is now a museum, supported by a trust fund left by its builder. It has been altered to accommodate it to its present purpose. The corridor through which automobiles were designed to enter the structure and leave their passengers conveniently and comfortably on the inside, has been closed off. Other changes have been made for the same reason.

It was never lived in for any extended period. It was basically a dream house.

I SUPPOSE Maryhill will be remembered best for its dedication.

Among Sam Hill's numerous titled and royal European friends was Queen Marie of Roumania. Because of this friendship—and, I reckon, a certain flair for showmanship possessed both by Roumania's beautiful queen and her American host—she came over to dedicate Maryhill Castle. As one hears the stories, the dedication must have been a brilliant affair.

Visiting queens in those days were rare even in the more sophisticated eastern part of our country, and out here in the far West they were regarded as glamorous indeed. In her later years, grief and sorrow and frustration came to Queen Marie in overflowing measure, and there must have been times when she looked back to her carefree visit to Maryhill Castle with nostalgic longing.

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

Today and Tomorrow

By Walter Lippmann

THE SILENT MEMBER

In reading the four public statements about Germany we have to keep very much in mind the position of Dr. Adenauer. He is not present and did not have to make a public statement. Yet no agreement can be made without him and he has a veto on what the Western powers may propose



Walter Lippmann

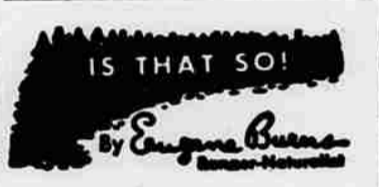
and on what the four powers can agree upon.

All the four public statements were determined by the knowledge that although Germany is not speaking publicly in her own behalf at Geneva, she is going to have a principal part in any negotiation which may come out of these talks. Until then Dr. Adenauer does not want any agreement of substance. To this fact there are visible in the four statements three more or less differing reactions.

First, there is the British view, as stated by Sir Anthony Eden, and in its essential idea seconded, it would seem, by France. Its essential idea is that a basic agreement should be reached as soon as possible by the four powers in order to contain the coming negotiations with Germany.

The terms offered to the Soviets are German reunification within the Potsdam frontiers. The Soviet Union would agree to German reunification and would get in return the guarantee of Great Britain, France and the United States against any attempt to change by force the 1945 frontier.

The West would get from such a deal not only a united Germany within the Western alliance, but, what is even more important, a guarantee that Ger-



Mail call. Because it's thunderstorm season, many letters deal with thunder and lightning. Today's questions are typical. "Thunder and lightning terrify me," writes J.R.N. "What is the safest place in a thunderstorm?" "Where in America is the most frequently hit spot?" is part of F.D.G.'s letter.

"How many people actually are killed by lightning each year in our country?" asks S.W.B.

Crossing Rivers: It sounds like an old guide's tale, I know, but heat thunderstorms do have a healthy respect for large cooled areas. Careful observations show that the intensiveness of heat thunderstorms are moderated when passing over wooded or grassland areas and intensified when going over plowed or built-up areas which give off more heat to the lower atmosphere. However, unless the bodies of water are large, I doubt if the effect would be noticeable. But cool areas do cut off the basic need of a thunderstorm—updrafts of hot air.

Frequency: Just which is the most frequently hit spot in America, I cannot determine. But I'll wager that the world's highest structure, the Empire State Building in New York City, would be high on the list. In one summer it was struck 48 times—in fact, during one violent thunderstorm it was struck 48 times—in fact, during one violent thunderstorm it was struck 15 times in 15 minutes! Yet, being a steel-concrete structure it is unusually safe. That's because the lightning follows the steel until it is safely grounded. For that matter, all large cities are comparatively safe because of the tall structures—most of which are made of steel and concrete.

Perhaps the safest place although visited quite frequently by thunderstorms, is lower Manhattan.

Fatalities: In the U.S. lightning kills from 400 to 500, injuring 1500 more. So though the danger is never great—one in 80,000—it does always exist.

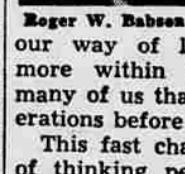
As for safety, the most important thing to know is that it tends to hit the highest spot, whether a rock, a tree, a chimney, a golfer with an upraised steel-shafted club, or the spire of the Empire State building.

When indoors, avoid fireplaces—because lightning tends to strike the tallest part of the building, the chimney. I am assuming that there is no lightning rod to lead the current harmlessly to the ground. Actually the best thing to do in a house is to carry on with the daily round of work, but observing these three exceptions; avoid taking baths in a tub; if possible keep away from overhead wires; do not use your telephone unless necessary.

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Babson... Automation

Babson Park, Mass.—(Special to Mail Tribune)—Not very long ago I heard a man in the automobile business say: "In my lifetime there have been bigger changes in industry than took place in all of the years before that."



Roger W. Babson

Here in America, especially, our way of life has changed more within the memory of many of us than in all the generations before us.

This fast change scares a lot of thinking people. Some feel problems to face if they had been born a hundred years ago and they are probably right. Others say they would not want to be around a hundred years from now because "things are changing too fast."

Some of the union leaders—men you might expect would move fast themselves—also apparently are frightened. They admit that the high wages are developing a new threat to labor which may throw huge numbers

of work. This threat is automation and they say it may not only throw men out of their jobs, but there just may not be any jobs! Of course, I don't believe this. Rather, history shows, "the more machinery, the more jobs"—but very different jobs.

Automation means Use of Electronic Machines. Automation is a word that is being used a great deal nowadays. It means using electronic machines in place of men. Walter Reuther and others see this as a real danger to full employment. They seem to think that some day a manufacturer will need only to put his finger on a few buttons and push! If this were true, or close to it, then we all ought to be afraid because our way of life depends on most of us having jobs and working at them. If, however, the future is anything like the past, automation could increase employment and raise the standard of living. There have been all kinds of developments in office machines in the last ten years, yet the number of office workers has risen from 5,100,000 to 8,100,000 during this same period.

Even new telephone exchanges, oil refineries and electric generating plants, for example, now look like a preview of the automatic world of tomorrow. A visitor to a big generating plant sees some gigantic pipes, an array of dials, and only one man who seems to be in charge. There is even less to look at in a modern automatic telephone exchange. If you have a chance, look at one of the new "electronic brains" which can do as much computation in say, four minutes as a large force of men with pencil and paper could do in months. About all you will see will be a row of machines looking like so many juke boxes and flashing lights, and one or two well-dressed young women pushing buttons.

Human Effort Still Necessary. As the change-over to automatic production spreads, it is certain that a lot of workers will have to move to other jobs. But there are more people employed now than there were ten years ago, with very much more machinery. It has been said by experts that, without automation, we soon would not have had enough workers to do our jobs, to introduce new products, and to achieve our present prosperity.

Even in industries and offices where the work has been made the most automatic, a good deal of human effort is still necessary. Supposedly, a factory could be erected in which every process from raw material to final production could be done by a few people who would only push buttons. Actually, of course, human brains have to work out the whole scheme, and human hands have to build the machines, set them going, tend, repair, and maintain them, and sometimes stop them!

Working Conditions, Pay Better in America. I don't believe we are moving too fast. We are materially and spiritually better off in this country than are the backward nations which have never had such machines. No workers anywhere ever had better working conditions or higher pay than Americans are getting today. The machine has brought them prosperity and is bringing them more time and opportunity to "do-it-themselves" in their own homes, with their own families. Perhaps we can all use some of this time and opportunity to cultivate the spiritual values which we have been neglecting while we have been building up our material prosperity.

Walla Walla Prison Investigation Starts. Walla Walla, Wash.—(U.P.)—Washington state officials are conducting an investigation of operations and conditions at the state prison.

The probe is being made at the Walla Walla institution by Adult Corrections Supervisor Clarence Schrac and State Use Industries Director David Sharar. The investigators say they will have nothing to report on the progress of the project until it is completed.

One phase involves the questioning of inmates about causes of disturbances at the prison, including the one that occurred early this month. Meanwhile, things are reported "all quiet" in prison cell-blocks, where new trouble threatened to break out yesterday over results of a settlement of this month's rebellion.

Ax Throwing, Gold Pan Contests Slated. Jacksonville—An ax throwing and a gold panning contest have been added to attractions for the annual Jacksonville Gold Rush Jubilee Aug. 6 and 7. Ike Dunford, general chairman, has announced.

Dates and times for the contests will be announced later. Besides the two just announced, there will be a log bucking contest.

Dunford also said that the Garden club will have a floral display, and that Chuck Young has been named chairman of the Kiddie parade, which will be held at 10 a.m. Aug. 6. Melvin (Doc) Tweedie has been named chairman of the dancing committee.

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