

MEDFORD MAIL TRIBUNE

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ROBERT W. RUIHL, Editor. HERB GREY, Advertising Manager. E. 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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NATIONAL EDITORIAL ASSOCIATION. APPLICABLE MEMBERS. NEWSPAPER PUBLISHERS ASSOCIATION.

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 28, 1945. (It was Saturday) Ashland republican women organize; affiliate with Council of Oregon Republican Women, Inc.

20 YEARS AGO July 28, 1935. (It was Sunday) Survey of forest development road project in Rogue River National forest completed by U.S. Bureau of Public Roads.

30 YEARS AGO July 28, 1925. (It was Tuesday) First pears picked in Modoc orchard; first shipment expected tomorrow.

40 YEARS AGO July 28, 1915. (It was Wednesday) Medford city officials explain to 30 businessmen need of bond issue to improve city's water source at Big Butte Springs.

What's the Answer? Can You Get 4 of the 7? Copr. 1955, Editorial Research Report. 1. The average U. S. family spends on medicines and drugs about \$5, \$20, \$35, \$50, or \$65 a year?

ALASKAN WATER Nome, Alaska—(U.P.)—Water is sold in this Arctic town by the bucketful. The price is eight buckets of water for \$1. The ground freezes so deep that conventional pipe systems are out of the question.

Good Work By P.U.C.

The Public Service Commissioner of Oregon, Charles H. Heltzel, has issued an order directing the Southern Pacific to continue its one-train service between Ashland and Portland instead of abandoning same August 7th.

This is an action called for in the public interest, and Commissioner Heltzel is to be commended for taking it. BUT not only does "the friendly SP" still expect the courts to overrule this directive, but it has assumed for some weeks that its determination to abandon all passenger service will be carried out on the date named, and so has informed its agents and railroad associates.

In fact the record will show that when a resident of Seattle a few days ago tried to buy a railroad ticket to Medford, she was informed by the ticket-agent there that the Southern Pacific had abandoned all rail service from Portland to Medford, that they could only sell a railroad ticket to Portland and there the prospective traveller would have to take a bus.

IT IS hardly likely that the ticket agent in Seattle would have refused to sell a ticket to Medford had he not been instructed by some higher-up SP railroad authority not to do so.

Moreover such action would have been perfectly in line with an old established SP policy, operated off and on ever since the construction of the Natron cut-off, 25 or 30 years ago.

Both in Portland and San Francisco when there was far better passenger train service to Medford in both directions tourists were often told no such service—or at least no satisfactory service—was possible on the Shasta route, so they would only sell tickets via Klamath Falls.

WHY was this sort of petty mendacity sanctioned? For the same reason the Southern Pacific now wants to add to its profits by abandoning its passenger service entirely, namely: because of the SP's insatiable GREED. That is the only word for it. That is the only possible excuse.

The SP makes millions on its total operations year after year, and would still make millions if it continued—in fact increased and improved its passenger service on the scenic "Shasta Route," but it could make half a million MORE if it abandoned this portion of its service entirely—so that is what it is going to do if the P.U.C. and the courts will permit it.

BUT it is a long road that has no turning, also it is a longer worm that never turns.

With this prompt action by Commissioner Heltzel, the equally prompt action by our State Senator Phil Lowry, aided by his associates, Senators Brown of Grants Pass and Geddes of Roseburg, one thing is certain, "the friendly SP" is not going to "get away with murder" by default THIS time.

There is going to be a fight at least, and a fight supported by 100 per cent of the people of Jackson and Douglas counties.

FINALLY unless the principle of "public convenience and necessity" has become entirely a dead letter in this country, and a public utility enjoying a monopoly, has legally no obligation to serve the public, except to take all the money it can get from them, "the friendly SP," not the people of Southern Oregon, are going to take a beating this time. It surely deserves it!—R.W.R.

Not A Happy Man

Congressman Sam Coon—no relation, we believe, to Davy Crockett—is not a very happy man.

He accepted a challenge to debate the "Partnership Power" plan with Senator Neuberger, being convinced that before the debate could be held, his "John Day" partnership proposal would have been favorably acted upon.

This would, of course, be a bird in the hand, not in the bush as far as our Eastern Oregon legislator is concerned, and there was some expectation that in such an event, no debate would be held.

But the House sub-committee, it seems, found so much more opposition to the measure than expected and so little time left for consideration, that hearings were postponed until 1956—so that was that. And not at all to "Sombbrero Sam's" liking.

Now Mr. Congressman may have to continue his lessons in elocution and logic financed by Pacific Power & Light indefinitely even though the Far West beckons, and before he knows it "Pendleton Round-up" time will be around again.

THE brief House hearing also brought Mr. Coon the unwelcome news that his partnership proposal has the opposition of both the Oregon and Washington state granges, the Northwest Public power association, the Oregon State Federation of Labor and the Baker County Commercial club—in which county, the first debate will probably be held.

All in all therefore Congressman Coon is not feeling as frisky as is his wont, and his charm and influence at his regular House restaurant luncheons, may suffer somewhat as a result.

PACIFIC Power and Light won't be pleased either. But then they have other fish to fry, and other members of the House to aid, instruct and train.

Not so with Lowell Stockman's successor. He had put most of his blue chips on this "Partnership Plan," and worst of all there will probably be a Congressional election to look after next year with the hearings on "Partnership" perhaps taking up too large a share of the Congressman's energy and time.

He does not represent this district but he has our sympathy.—R.W.R.

In the Day's News

By FRANK JENKINS. More scribbles from the scraps of paper I stuff in my pocket and call a notebook:

The Pendleton country was once widely known as a great ONE-CROP country. The one crop was wheat. Because the Pendleton country (like most of our own State of Jefferson) is a little shy on rainfall, they fell into the habit of letting the wheat land lie fallow every other year.

This rest period enabled the land to produce wheat crops at less cost.

NOW—Something new has been added—peas.

It came about like this: A decade or more ago somebody got the idea of planting peas in the off years, thus investing more action on his investment in land.

It worked. I WORKED because peas are a LEGUME.

Legumes take nitrogen from the air by means of colonies of bacteria that live in small growths, called nodules, on the roots of leguminous plants. These bacteria change ATMOSPHERIC nitrogen into compounds called nitrates, which are essential to the growth of plants.

The legume (in this case peas) takes some of the nitrates for its own use and adds what is left to the soil, enriching it for the growing of other crops.

THUS, you see, pea-growing became a natural for the Pendleton country. It has worked out so well that now peas account for about \$9,000,000 of the average annual crop value of \$27,000,000 in the area.

PEAS tie in nicely with the Pendleton economy—which is a machine economy. They are planted with machines. They are harvested with machines. They are shelled by machinery.

After the succulent peas are removed, the vines are fed to livestock. At first they were fed in the raw form, like straw. Now for the most part they are being chopped up. They have all the nutrients of the legume family, such as clover and vetch.

So large has the pea acreage become that a fair volume of peavines is left over in the area. This surplus of vines is finding a ready sale in other areas that are short of feed.

AT FIRST, all the peas were canned. Then came the freezing process, which is growing rapidly in importance. In the Pendleton-Walla Walla area there are some eight or 10 pea canneries. (Many, if not most, of these pea canneries are now being adapted to the freezing process.)

At the beginning, the labor in the canneries was purely local. The industry is growing now to the point where transient labor is needed from outside sources. (The canneries are operated only during the pea season, not yet having raw material of a variety sufficient to keep them going the year around.)

Most of the transient outside laborers are Mexicans. These have to be brought in early for the peas, as the normal migratory workers who start in the far south and follow the harvesting of the crops to the northward as the season progresses arrive too late for the pea crop.

PEAS are a new development in the economy of the Pendleton-Walla Walla area—just as jackpine promises to become an important new element in the economy of Southern Oregon and Far Northern California. They are bringing new prosperity to the whole area—just as we expect the new industries that will use jackpine to do in our area.

PENDLETON is a handsome city—growing rapidly, and obviously prosperous and confident of its future. New homes are going up in every direction.

Among other things adding to the city's attractiveness is the fact that Pendleton's people have been sensible enough to plant plenty of trees and KEEP THEM instead of cutting them down. Driving through Pendleton, you'd never know it is located in a semi-arid region.

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 initial for publication is permissible. The Mail Tribune reserves the right to edit all letters with a view to clarification and condensation. Letters submitted for publication must not exceed 400 words.

S. P. Record in the Past. To the Editor: The recent threat—or promise, depending on to whom it was directed—to abandon the last semblance of passenger service on the "friendly S. P." between Portland and Ashland, brings to mind some of the early-day history of that great sprawling octopus and its instigator, Collis Huntington. When Leland Stanford presumed to quit as U. S. Senator to become governor of California, Huntington said—"Oh, no, you are more valuable to the S. P. as Senator than you could be as Governor of California."

When the Civil War was raging and America was in the throes of destruction Senator Stanford rushed to Chicago; not to help stop the carnage nor help President Lincoln emancipate the Negroes; not in any way to help the public. Stanford's mission was to get a plank into the 1864 Republican National Convention platform by which Huntington would get more millions of America's acres.

One of Huntington's boasts was that "whoever I bribe I make forever my slave." Via Jim Blaine et al he distributed a quarter million dollars in the U. S. Congress. Votes of the Congress were obtained by bribery.—Jay Gould with a half million in bribes, and others paid slythery politicians what they wanted.

The corruptive influence of Huntington et al on politicians 100 years ago is part of America's sad history, including some of the loss of a people's heritage. Have management procedure principles and practices changed from simply ignoring the public and the Government contract, as was done in sale of timber-land obtained by bribery? Patrick

Henry said "you can only judge the future by the past." The legal proceedings of Federal Government vs. the S. P. about 1906-10, though dry reading, does arouse one's interest in America's past, present and future governing bodies and natural resources.—Read the record.

John E. Gribble 139 Kenwood ave. Medford, Oregon

"Conserve our Timber!" To the Editor: Your recent editorial, "Clearing the Air," suggests the possibility of a companion editorial.

During the past six years as a new resident of the Rogue Valley, I have seen marked acceleration in the process of timber cutting. I came from Wisconsin and faintly recall the fine stands of white pine forests, quite comparable to Oregon stands of red fir. Wisconsin and mid-west white pine is now largely a memory.

Your lumber mills and plywood operations are cutting timber as never before. Note the several new developments at White City. This year we see match stick poles being dumped in mill ponds as logs. The prices being paid for timber bodes ill for the small mill owner. In today's paper I note that a plywood corporation paid nearly 100 per cent above the appraised value for a certain stand of timber.

To perpetuate the forest products industry and the public health of the people of the state of Oregon requires drastic steps to be taken.

A 5-year plan may be a good starter. Set up an Oregon Civilian Conservation Corps, with firm delegated authority to: Recruit personnel. Develop equipment to process firm wood now going into mill wood-burners, reducing to chip form that can be pressed into bales for facilitating trucking to hardboard or other processors. Provide for utilization of sawdust and other wood wastes in some similar manner.

Corps units to be trained and equipped to follow logging operations, with portable processing machines, to do the same with tree limbs and small down timber.

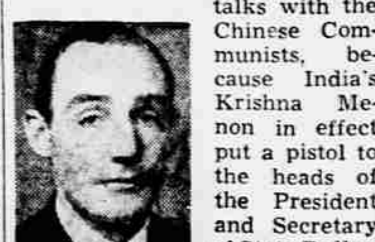
Also enter present logging operations to remove fire hazard to assist new growth. Eventually eliminate all mill wood-burners.

To be financed by the people who profit from manufacture of timber. Assess every mill in the state of Oregon 50 cents or \$1 per thousand feet of lumber sawed daily.

Enjoy perpetual forests and "unhazed" mountain view. John H. Holtz 2121 E. Jackson, Medford

Matter of Fact By Joseph Alsop

MENON'S PISTOL. Washington—The Eisenhower administration has at last agreed to start high-level, face-to-face talks with the Chinese Communists, because India's Krishna Menon in effect put a pistol to the heads of the President and Secretary of State Dulles.



It can now be revealed that when Menon visited Washington some time ago, he brought a categorical warning that the Chinese Communists would begin all-out attack on Quemoy and the Matsu islands within a few days after the meeting at the summit, if an agreement had not meanwhile been reached to start Sino-American talks about the situation in the Formosa Strait.

That was the pistol. There was a deal of hawing, and a great deal of debate too about whether Menon's warning was to be taken seriously or dismissed as blackmail. The American government was solemnly committed, after all, never to discuss this situation in the Formosa Strait with the Chinese Communists unless representatives of the Chinese Nationalists were also present at the conference table.

But now the talks with the Chinese Communists, demanded by Peking through Menon, are to begin on Aug. 1. The State Department's spokesman, with smug, transparent hypocrisy, has declared that the main topic will be the American prisoners in Chinese Communist hands. Sen. Knowland has been promised, apparently by the President himself, that the situation in the Formosa Strait will not be discussed. Maybe this is the present intention.

But it is hard to believe that this can be the present intention; and it is quite impossible to believe that such an intention will be adhered to, in view of the background of this vital new development.

NOT ONLY was the threat of imminent Chinese Communist attack in the Formosa Strait the pistol that forced the agreement to talk. In addition, the agreement to talk was reached in negotiations in New Delhi, that followed Menon's visit to this country. And in New Delhi, the problem of the American prisoners counts for very little, and all attention is concentrated on the danger of war breaking out in the Formosa Strait.

The plain truth is, of course, that after many months of bluffing and big bold talk, the Administration has had to choose between a surrender that is all the more humiliating because of its background, or a very serious risk of war which the Administration is altogether unprepared to fight.

In the recent months of apparent lull, the balance of forces in the Pacific have actually deteriorated very greatly. On the one hand, America's already gravely enfeebled strength has been weakened further by the alleged economies of Secretary of Defense Charles E. Wilson. And the strength of the Chinese Nationalists has been so little increased that their entire force of really modern jet fighters comprises a single group of F-86s.

On the other hand, the local striking power of the Chinese Communists has been materially increased, by a further redeployment southwards of the main body of their extremely strong air force. The airfields at Swatow, in the near neighborhood of Quemoy, and at Fochow, in the near neighborhood of the Matus, are now fully ready for use by modern jets. Thus Communist planes, by flying from the main base areas in the regions of Canton and Shanghai and refueling at Fochow and Swatow, can operate over Quemoy and the Matus as long as or even longer than the planes of Chiang Kai-shek.

The Communist air strength absolutely outweighs the feeble strength of the Chinese Nationalists. It is even considerably greater than the local American and Chinese Nationalist air strength combined. Hence the Communists now have it clearly in their power to do either of two things. They can take Quemoy and the Matus by direct assault. Or, more factually, they can starve Generalissimo Chiang Kai-shek's forces on these islands into submission and surrender by air blockade.

WITH the Chinese Communists in this highly favorable position, it was a plain case of "put up or shut up" for the Eisenhower administration. The betting is now at least 5 to 1 that the sorry story that began with the grandiloquent "unleashing of Chiang Kai-shek" will end with the "cut up" alternative being chosen.

Maybe the Chinese Communists will have to inaugurate their air blockade first, in order to persuade the still obstinate Generalissimo Chiang to withdraw his men from Quemoy and the Matus. In that event, it can be stated on high authority, the Administration has already handsomely decided that American forces will be provided to cover this new evacuation, as was done in the case of the evacuation of Tachen islands.

All the same, it seems too bad that a little more thought was not given to the future before Chiang Kai-shek was "unleashed," or before the unfortunate Generalissimo was pressured to occupy the offshore islands in heavy force, or even at some point later in the story. If we meant to give way, it would have been nicer to do so on our own motion, instead of giving way in response to a threat transmitted by the most anti-American leader in Asia.

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Steel Industry Records Expected To Be Shattered

New York—America's booming steel industry, currently rolling up new profit records, faces another record-breaking year in 1956, Iron Age, national metalworking weekly, said today.

The magazine, a leading authority in the steel industry, surveyed customers of steel companies and found all lines forecasting gains.

Some of the gains predicted far outdid 1955. Automobile output predictions for 1956 ranged from the current 8,000,000 car pace to a fantastic 10,000,000 vehicles. One steel source looks for the 10,000,000 production figure for several years.

Better Building Year. Another bulwark of the economy—building—is seen as producing a better year in 1956 than in 1955. The current rate is \$40,000,000,000 annually.

Iron age sees a banner year for freight car construction, a 10 cent rise in sales of appliances, increases in oil well drilling, and a boost in production of farm equipment, construction equipment and electrical equipment.

The magazine predicts expansion of the steel industry will take the form of a combination of new facilities and improvements in materials handling techniques and other production efficiencies to obtain more hot metal with existing facilities.

Legion Convention Opens at Redmond

Redmond—(U.P.)—The Oregon American Legion Department opens its 37th annual convolve here today, with more than 1,500 legion and auxiliary members expected to attend.

Commander Carl Moser was presiding, and keynote speaker was National Commander Seaborn Collins of Clovis, N. M., who was to speak at the opening session.

Business sessions will be held today and Friday, and officers will be elected Saturday.

Frank Morgan - Harold Snodgrass



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