

MEDFORD MAIL TRIBUNE

Published Daily Except Saturdays by MEDFORD PRINTING CO.

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Subscription Rates: Daily and Sunday—One year \$12.00; Daily and Sunday—Six months \$6.50.

Official Paper of the City of Medford; Official Paper of Jackson County.

Advertising Representative: WEST-HOLLIDAY COMPANY INC. Offices in New York, Chicago, Detroit, San Francisco, Los Angeles, Seattle, Portland, St. Louis, Atlanta, Vancouver, B.C.

NATIONAL EDITORIAL ASSOCIATION; 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 31, 1945: Some 250 enroll for pear packing school conducted by State Vocational Bureau.

20 YEARS AGO July 31, 1935: A 21 cent gain over 1934 noted in visitors at Crater Lake National park.

30 YEARS AGO July 31, 1925: Promising ledge of gold discovered near Greenback mine to be known as Gold Wonder Mine.

40 YEARS AGO July 31, 1915: Construction of Portland Cement Plant at Gold Hill to resume after receiving financial backing from eastern firms.

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

1. More U. S. tourists visit France, Great Britain, Italy, Spain or Switzerland?

2. Goliath in the Bible was of the Jewish race; right or wrong?

3. Who became U. S. Chief Justice some years after leaving the Presidency?

4. Wildcat III is a car for the future now being displayed by Buick, Chevrolet, Chrysler, Ford or Packard.

5. The Oath of Hippocrates binds dentists, doctors, Communist agents, court witnesses, or members of a certain fraternal body?

6. Most susceptible to ivy poisoning are the young, middle-aged or elderly, or does age make no difference?

7. The Dewey decimal system is used especially in stock prices, insurance tables, logarithms, book cataloging, or shoe sizes?

The Answers: 1. France. 2. Wrong (he was a Philistine). 3. William Howard Taft. 4. Buick. 5. Doctors. 6. The elderly. 7. Book cataloging.

TO BUILD SCHOOL: Klamath Falls — (U.P.) — A \$252,900 contract for construction of a new elementary school at Chilouquin has been awarded Brotherson Construction Company of Klamath Falls.

Oregonian Agrees With Morse

With "anything to beat Morse" already the Republican battle cry in this state, the issue of the Oregonian of Friday July 29th must have come as something of a shock to some of the GOP faithful.

For what did the reader find in that large, excellent and news-worthy issue? Just this:

The always 100% loyal Republican newspaper, supporting Oregon's senior Senator not only on an important national issue, but one which may well be vital in the presidential campaign of next year.

That issue is symbolized by the oft-quoted statement of Secretary of Defense Wilson, to-wit:

"What is good for General Motors is good for the country and vice versa."

In other words, the GOP theory, the cornerstone of its political faith in fact is "business is not only business, but business should come FIRST."

That was the faith expressed by the former President of General Motors when he held his breath, pulled out his handkerchief and sold his General Motors stocks at a profit of only a few score millions, where had he done as he wished he would have netted two or three hundred per cent more.

AS has often been remarked in this department this doctrine is not new nor particularly wicked. It is the essential belief of millions of good law-abiding Americans, and has been ever since the golden days of William McKinley, Mark Hanna and Alexander Hamilton.

The only trouble is it is NOT the belief of many other millions of equally good Americans, and, politically speaking, the latter from time to time have outnumbered the former, and may do so again—President Eisenhower to the contrary notwithstanding.

BUT to return to the Oregonian.

We have under a 6 column spread in the issue of last Friday the demand by Senator Morse that President Eisenhower fire air force Secretary Harold E. Talbott IMMEDIATELY.

And on the editorial page of the same issue we have the lead editorial captioned as follows:

"Talbott should resign." In short 100 per cent agreement between Oregon's leading newspaper and Oregon's senior Democratic Senator.

As usual Oregon's senior senator pulled no punches, toyed with no double-talk but hit straight out from the shoulder. He declared among other things Talbott's activities constituted a serious case of "malfeasance in office, an outrageous violation of the spirit and intent of the conflict of interest statutes," and concluded a strong case could be made in the courts if the Brownell Justice Department was interested in "ferreting out corruption."

THE Oregonian, naturally, did not go quite so far as this. But it went farther toward an anti-Republican and even an anti-Eisenhower stand, than it ever has before, and than this department in its wildest expectations, ever expected it to.

For example, quote:

Secretary of the Air Force Harold E. Talbott evidently learned too late that the normal practices of business cannot be applied to government service when a government official's own interests are involved.

President Eisenhower, in his consideration of the conduct of his old friends, revealed some confusion of thought in his press conference Wednesday. He reiterated his position that a public servant's actions must be impeccable, both in law and ethics.

The president must recognize, on more mature thought, that a public office and the man who fills it are inseparable in the people's mind, so far as ethical or unethical conduct is concerned.

It is not material, from the standpoint of morality in government, that Mr. Talbott, a rich man, sacrificed much more money in separating himself from stocks and other business when appointed than he has received from the engineering firm he retained.

Secretary Talbott has violated the code of ethics imposed upon him, in no uncertain terms, by President Eisenhower. We do not see how he can avoid the penalty, which is retirement from government service.

IF THAT isn't a change of front that even surpasses the recent sensational transformation in the Kremlin from sullenness and uncompromising hostility to "sweetness and light" then we must have not been doing our homework properly of late.

In fact as far as this department can recall this is the first time the Oregonian has ever agreed 100 per cent with Senator Morse on any vital issue since the latter took over for a second term.

And as remarked the issue involved isn't a trivial one by any means. It really goes to the heart of one major political issues at the present time, and might well be not only an issue, but issue No. 1 in the next national campaign.

THE political importance of this incident will not be reduced, if the latest report from Washington should prove correct, namely:—Secretary Talbott refuses to hand in his resignation and President Eisenhower has refused to demand it!—R.W.R.

S.P. Propaganda Fails

As a postscript to the above the Oregonian has even changed its tune a bit regarding the Southern Pacific railroad, and its effort to abandon all passenger service in Southern Oregon.

In the same issue of the paper in which the Talbott editorial appears, there is an editorial in which it is admitted the Oregonian would "not care to be in the shoes of the unhappy members of the SP public relations department" of that billion dollar corporation at this time.

This is also a new departure for our favorite morning daily. For in previous comments of the Oregonian on this issue the paper very faithfully followed the SP public relations line and regarded the saving of half a million to add to the SP prospective 1955 profits of \$70,000,000, not only inevitable but a part of progress, in the realm of modern and profitable transportation.

THE Oregonian is still convinced the SP position is legally sound, and its prospects of getting its way this time as it has in the past are "fairly good." But it grants that in the realm of public relations the railroad has failed and even goes so far as to predict that on the publicity front this giant corporation is quote:

"Headed for a shellacking."

Well, well,—WELL! If the SP is due for a "shellacking" in its publicity and public relations departments, then neither it, nor the Oregonian, better wager too much on success in this effort to deprive Southern Oregon and Northern California of all railroad passenger service.

For the SP powerful and arrogant as it is, is not more powerful than public opinion—not yet—and can't in the long run at least, afford to defy it.

For failure in publicity and public relations means failure in dealing with the public and if present laws deny the people what they want, and regard as their right to have in the realm of transportation, then the people will in due course change them!—R.W.R.

How Poor "is" the S.P.?

WE ARE indebted to a reader for a clipping from the July 26 issue of the Pacific Coast edition of The Wall Street Journal which is pertinent to the Southern Pacific's wails over its claimed operating losses on passenger trains on the Siskiyou line.

The first six months of 1955, according to the Wall Street Journal report, found the Southern Pacific rolling up a tidy net income, after taxes and charges, of \$34,452,984. This compares with \$22,603,405 for the first six months of 1954 and \$32,733,367 for the like period in 1953.

IN OTHER words, the Southern Pacific, for the first half of this year, enjoyed its best operating profit of any of the last three years.

If the railroad maintains its first six months pace in the last half of the year, this giant western transportation system would have a profit of nearly \$70,000,000.

CURRENTLY the railroad complains that it is losing more than \$400,000 a year on the operation of its Siskiyou line passenger service. This would not seem an undue burden upon the SP, in view of its very healthy profits; neither would it appear any hardship for the railroad to acquire some modern lightweight equipment and see what could be done about a faster, more convenient schedule linking Dunsmuir with Eugene and serving the growing intermediate cities of the Rogue river valley and Roseburg.—Ashland Tidings.

Matter of Fact by Stewart Alsop

MISCHA THE POET. IVAN THE FARMER

Kiev — Political conversation with Russians is like a meaningless litany, repeated over and over again.

Non-political conversation with Russians can be interesting or funny or sad or — and this is by far the most likely — just very Russian indeed.

Take, for example, the long talk I had last night with Mischa, the poet, and Ivan Ivanovic, the collective farmer.

(Cross my heart, those were their real names). The intelligent In-tourist reporter Victor, and I were having a meal in a restaurant overlooking the handsome harbor here, when Mischa and Ivan Ivanovic took the two empty places at our table, after politely asking permission.

The conversation started, of course, with an offer of a vodka carafe from one side of the table to the other. And then, inevitably, there came the litany.

"Why do you build air bases around our country?" "Why do you demand that our young editors should be fingerprinted before they can go to America? Fingerprinting is uncultivated and for criminals."

"Have you read the famous book by Elliott Roosevelt, son of your great President?" "Why have you been so cruel to the great comedian Charlie Chaplin?" and so on.

If I had just arrived in Russia, I might have thought Mischa and Ivan Ivanovic were "plants," asking carefully prepared questions. But by this time I know

that every Russian — quite literally every Russian — repeats the same litany almost in the same words whenever he has the chance to talk face to face with that strange beast, an American.

The entire population of this country cannot possibly consist of intelligence agents, playing an elaborate con game on all foreigners. Alas, the plain fact is that this state needs no plants. On all matters, from American air bases to Elliott Roosevelt's nonsensical book, Russians think alike because they have no opportunity to learn to think otherwise.

Any serious attempt to explain such matters as the air bases is met with an infuriating, smug obtuseness, and references to such events as the Berlin blockade or the Korean aggression are greeted with blank incredulity.

THE ideological curtain between Mischa, Ivan and myself was thicker and more opaque than any mere Iron Curtain. So, as always in conversations with Russians, our talk reached a total impasse. Then suddenly, as also often happens in conversations with Russians, Mischa and Ivan Ivanovic forgot about political problems and stopped being phonograph records, and became Russians.

Mischa, the poet, had wild curly black hair and coal black eyes of burning intensity. Ivan Ivanovic had the very high cheek bones and the inflammable soul of the true Slav. Neither was of a reserved nature.

After the political conversation and the second carafe of vodka had simultaneously ended, Mischa fixed me with his burning eyes and implacably demanded every detail of my personal life, starting with my in-

Some Farm Wives 'Self-Employed' For Social Security

(Editor's note: Following is the third article by W. V. Nusbaum, manager of the Medford branch, social security office, in explanation of new social security laws in relation to agriculture and farm work.)

By W. V. NUSBAUM There are some family farm enterprises that are agricultural self-employment. For years farm wives, and other members of farm households have engaged in farm enterprises on the side.

If the farm wife or another member of the family conducts a separate business wholly on her own, pays the expenses involved and keeps all the income separate from that derived from the other farm operations, she is self-employed for social security purposes.

However, merely doing the chores doesn't make the wife or other member either the farmer's employee or a self-employed person.

It is also possible for a husband and wife to operate a farm as business partners, in which event both would be self-employed. By the same token, a father and his child may enter into an arrangement whereby they are actually partners or joint venturers in the farm operation.

If the son has net earnings of \$400 or more in a year from the activity he runs, such earnings will count toward his social security.

Social security to a youngster has two early values. First, as soon as a young farmer has worked for two "crop years" under social security, he is insured. In case of his untimely death, a modest lump-sum payment would be made toward burial expenses.

More important, as soon as the young man has a family, they will have substantial insurance protection, which would pay monthly cash benefits if he were to die.

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Bend Area Has Frost Seven Times in July

Bend — (U.P.) — Weather observers here Saturday reported the Bend area was hit by frost seven times during July, an all-time record for the month. Lowest temperature recorded during July was 27 degrees, coldest temperature recorded in the 50 years the weather station has been manned. Highest temperature during July was 96 degrees.

come. I seemed to pass this test.

"You have the open face of a simple man," Mischa announced, settling back comfortably with the third carafe. (At least that was the way Victor translated it. Would "simpleton" have been closer?) Then Ivan Ivanovic, the collective farmer, took over. His Slavic soul was beginning by this time to warm up perceptibly, and from time to time he would beat his breast.

"I like you," he said, "because you wear the simple clothes of a worker." This rather distressed me, since I was wearing an expensive suit which I had always considered rather elegant. But I concealed the wound, as the evening took on a Slavic glow of undying amity, and Ivan Ivanovic began to beat his breast at ever more frequent intervals.

As the evening wore on, poor Victor began to lose track, since both Mischa and Ivan Ivanovic talked very loudly and continually at the same time. But I remember that half-way through the evening Ivan offered to take me to his Kolkhoz, or collective farm, to live there as long as I liked with his beloved mother and three young orphan daughters. The offer interested me but the deal fell through when it turned out that his Kolkhoz was some incredible distance away, across the limitless steppes.

BY the end of the evening, Ivan Ivanovic and I, at his suggestion, were making arrangements to affiliate my three sons to his three daughters, while Mischa acted as Ivan's intermediary in the matter of terms. No doubt this deal will fall through too, as the one about the Kolkhoz did. No doubt we shall never meet again.

At the moment, this prospect saddens me considerably. (Is this a sudden outcropping of the Slavic soul, or only that fourth, unliked carafe?) At any rate, I liked Mischa and Ivan Ivanovic very much indeed and I think they at least found me interesting, as a sort of circus curiosity. It's too bad that there was that curtain between us.

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This is the first of a series of reports which Stewart Alsop brought out of Russia when he left Moscow before the Geneva conference.

POTLUCK

(By M-T Staff and Contributors)

Things got sort of bogged, mechanical street sweepers.

down in the Mail Tribune composing room one day last week when J. Richard Morgan, one of the printers, took sudden leave. He got back on the job the next day—but he was so up in the clouds that he wasn't much use.

The reason: Mrs. Morgan gave birth to a daughter at Community hospital that day.

Dick reported happily, as he passed out cigars, that she weighed 6 pounds 3 ounces, is 18 inches long, and "looks just like her dad."

It's the Morgans' first child. Obviously.

On Page 1 of the San Francisco Examiner recently, a story under black, screaming headlines about the California kidnapping-murder case, started:

"Redding, July 22—Stephanie Bryan's casket was secretly opened today . . ."

One of our more solemn staff members carefully clipped it out, pasted it on a piece of paper, and added below it: "And don't you dare tell a soul, either."

We should like to complement the Medford street department for both efficiency and forethought.

In the Rogue River Roundup parades Friday afternoon and Saturday the rear was brought up by the department's two

During the Friday parade, incidentally, the "friendly" Southern Pacific added to its reputation by bringing one of those long freight trains through town just as the parade was well under way.

The front of the parade had to wait while the rear was stalled by the train.

We thought for a moment that the same thing was going to happen Saturday, but instead the train pulled to a stop just short of Main st., and sat there as the parade went by.

We are told about a youngster who was cautioned by his grandmother to stop and look both ways before going along the sidewalk past the mouth of an alley where the view was blocked.

He was observed to approach the alley, carefully peek around the corner, dash a quarter-block back to grandmother and inform her that the way was clear and then high-tail it back again, breezing by the alley in high gear without a glance to the right or left.

Radio's first loudspeaker was almost identical to the phonograph horn of that time except that it was generally secured in almost an upright position in the earlier models.

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.

Why Not Revive It?

To the Editor: Do you remember the Northern California, Southern Oregon Development association which was very active in promoting the interests of the Rogue River valley during the 20's? I have one of their publications before me now, proposing the construction of a railroad from Crescent City to Klamath Falls, which would make an outlet for the Rogue River valley and would put an end to the Southern Pacific monopoly.

Whatever happened to that vision? This is the kind of an argument the Southern Pacific would understand. Is it not possible to build a railroad from Medford to Klamath Falls and divert the freight of Rogue River valley via the Northern and Western Pacific to the east?

Passenger service could also be established from Klamath Falls to Medford.

Perhaps this is a dream, but why not investigate the possibilities?

Byron Coleman, Atty. 220 Montgomery St. San Francisco

Wants One Good Train

To the Editor: I sure hope the P.U.C. and all the other boosters can beg, coax or force the S.P. to give at least one good train a day Frisco to Portland. The present passenger train service out of Medford is a disgrace to civilization.

I for one will not ride a bus if I can go by train. And we go either to Portland or Stockton, Calif. on our vacations. Last vacation trip on the return trip we left Kansas City, Mo., 11:40 p.m. Time table and due to storm train was 30 minutes late. "Santa Fe San Frisco Chief" 24 hours later we were in Needles, Calif. Crossing greater parts of five states in 13 hours. The S.P. "Start and Stop" route could not cross one state.

I am betting on any one who can get one good train a day each way, Frisco to Portland. "Without Changes."

Paul I. Smith 839 West 13th Medford, Oregon

Western Pacific Railroad Continues Train Passenger Service In Spite of Loss

To the Editor: Our attention has been called to an article on page 10 of your issue of July 24th entitled "Railroad Enthusiast points out Western Pacific Plan, etc." It contains a story said to have come deviously from the office of the president of the Western Pacific.

It must have come very deviously, for while we are not registering a protest or anything like that, the picture painted is so completely inaccurate that we felt we should offer the facts. The train evidently referred to was the "Royal Gorge" operating between San Francisco and Salt Lake City and on other railroads to Chicago. The equipment was not new but neither was it dirty, the service was good rather than "impossible" and both the employees and the management were making every effort to increase its patronage, even to leasing special modern coaches from an eastern road.

The train was not losing \$1,200 a month as your informant stated, it was losing almost

a million dollars a year. Application was made to the state utility commissions to replace this daily service with tri-weekly Budd diesel car service. These applications were approved. No application was made to the I.C.C. because none was required.

There was no substitution of daytime for night operation as the Budd cars run on substantially the same schedule as the old conventional trains. There have been no trailers purchased. There has been no need for them and the cars cannot haul trailers anyway.

Finally, far from paying for themselves in less than a year they have operated at a loss of about 43c per mile ever since they were put into service. However, the service is necessary to the isolated mountain and desert communities served and it is being rendered for that reason.

Gilbert H. Kneiss Assistant to President Western Pacific R.R. 526 Mission St., San Francisco

Morse Says Talbott Should Be Removed

Washington — (U.P.) — Senator Wayne Morse (D-Ore.) said Friday that Air Secretary Harold E. Talbott may have violated the conflict-of-interest laws by engaging in outside business activities.

He also said there is a "strong possibility" the secretary could be convicted of malfeasance in office if the case ever came to court.

Morse reopened his attack on Talbott in the wake of Talbott's announcement that he had severed his \$80,000-a-year partnership in Paul B. Mulligan & Co., New York management engineering firm.

"Talbott may think he is out of the mulligan, but he is not

Coos Sheriff Solves Summons Problem

Coos Bay — (U.P.) — Coos County Sheriff Charles Strawn, who as tax collector was named a defendant in a tax suit filed by the Bandon Veneer & Plywood Co., was not permitted by law to serve the court summons on himself.

Sheriff Strawn, following the law's instructions, took the summons to County Coroner Brewer Mills, handed him the document and told him: "Here, serve me."

Mills did.

out of the stew," Morse told the Senate. He added that Congress should make clear to the administration that Talbott should be removed from office "forthwith."