

MEMPHIS 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.

30 YEARS AGO August 24, 1945 (It was Friday) All restrictions on commercial and domestic gas use lifted.

From Arthur Perry's Ye Smudge Pot column: An admiral states America has more to fear from its own demagogues than Russia.

20 YEARS AGO August 24, 1935 (It was Saturday) Neutrality bill passes congress. War talk flayed.

Medford second in state for low number of fires.

30 YEARS AGO August 24, 1925 (It was Monday) Helen Willis wins national women's tennis title for third year.

40 YEARS AGO August 24, 1915 (It was Tuesday) Eastman Kodak company declared illegal monopoly.

Hail, wind, rain, and lightning damage crops near Davis station.

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

- 1. To be elected U. S. President a candidate needs more than half the electoral votes or only more than anyone else gets? 2. More passengers are carried more miles by the American, United Air Lines, Capital, Eastern, or Trans World air lines?

Patterson, Thornton Invited To Testify Portland (U.P.)—Gov. Paul Patterson and Attorney General Robert Thornton have been invited to testify before a Multnomah county grand jury investigating the Oregon Liquor Control Commission according to District Attorney William Langley.

Langley said yesterday that Robert Maguire, Portland attorney, would also appear. Maguire made the original private investigation into the OLCC for Gov. Patterson. That investigation has been the subject of charges and counter charges including one by Thornton that all the findings were not made public. He said he thought there was evidence of bribery in the report.

The Fight Isn't Over

On one and the same day President Eisenhower urged that water resource problems be attacked "intelligently on a broad base" and the Federal Power Commission made public its decision to grant a license for private instead of Federal development of one of the greatest power sites in the nation.

The commission ruled that the Idaho Power Company be allowed to build three low dams on the Snake River for exploitation of the vast power potential of this tributary of the Columbia. It thus rejected the proposal for one high Federal multipurpose dam that would insure the production of more power and would be, in the words of the commission's own examiner, "the more nearly ideal development of the Middle Snake."

WE FIND it difficult to reconcile the President's words regarding the handling of this sort of project "intelligently on a broad base" with his Administration's approval of a method of developing this publicly owned natural resource in a way that might actually prevent realization of its full potential. The proposed piecemeal development of the river under private auspices might permanently prevent the full and integrated utilization of its resources for maximum public benefit. Not only the Northwest, but the entire nation, could be the loser.

The decision of the F.P.C. stands unless the commission should reverse itself, or unless it should be overturned by court or Congressional action. The battle over Hells Canyon has entered a new phase with the F.P.C. decision in favor of private development; but the fight for it as a public power project is not over.

WE WOULD like to take credit for the above but can't. It is from what many newspaper men regard as the greatest newspaper in the world—the New York Times, an independent paper sincerely devoted to promoting the general welfare of the country, and all the people in it.—R.W.R.

The Auto Situation

More than 600,000 autos are to be produced during August, even though all 1955 Chrysler Corporation models will have gone out of production before the end of the month. The 1956 Fords and possibly the 1956 Chevrolets are to be introduced in late October, the rest of the General Motors line during November.

By that time the dealers will have to get rid, however they can, of their 1955 models on hand. And they have plenty. Here are some figures on dealer inventories of new cars:

Table with 4 columns: Date, Inventory Count, Date, Inventory Count. Rows: Aug. 1, 1955...836,000; July 1, 1955...814,000; June 1, 1955...848,000; May 1, 1955...758,000; May 1, 1954...607,000.

A subcommittee of Congress on July 31 reported itself "greatly concerned" over the high number of unsold autos. But the industry replied that the number must be considered in proportion to sales, and that dealer inventories were not unduly high in view of the all-time record of cars sold so far in 1955.

New car purchasers can get increasingly high discounts or allowances for trade-ins in the next several months. But before purchasers under such circumstances conclude that they are getting great bargains, they must remember that all 1955 models will decline sharply in book value as the 1956 models appear.

Dealers have enough new cars on hand, says the Automotive Daily News, to meet demand for six or seven weeks at current rates of sale. The length of time between the last shipments of 1955's and the first shipments of 1956's is expected to be about five weeks on the average, but may run as high as 10 weeks in certain lines.—E.R.R.

Roll, Jordan, Roll

Before the end of the month Eric A. Johnston is to make his fourth trip to the Middle East to work out a Jordan Valley development plan acceptable to the four states directly involved—Israel, Jordan, Syria, Lebanon. The president of the Motion Picture Association of America was assigned the task by President Eisenhower almost two years ago.

A plan had been worked out in 1953 by the U.S. in conjunction with the U.N. to develop the Valley's water and hydroelectric resources. It contemplated the irrigation of about 225,000 acres of land and the production of almost 1 1/2 million kilowatt-hours of electricity annually.

Because the Jordan supplies only a relatively scanty flow of water, withdrawals allocated to the four countries would have to be supervised by some kind of neutral authority. Mr. Johnston in his third negotiation early this year was believed to have achieved agreement on most of this central problem.

If and when the plan goes through, the newly irrigated land would accommodate perhaps one-fourth of the displaced Arab refugees in the Middle East. And if three Arab states can cooperate with Israel in this economic project, the path should be a little clearer for better Arab-Israeli political relations all along the line.—E.R.R.

Ashland Man Obtains Patent for Trimmer

Ashland—Widener W. Hendrixson, 350 Morton st., Ashland, has received a patent on an invention which eliminates hand trimming around flowerbeds and hedges. Hendrixson developed the trimmer while in general contracting business in Philadelphia more than a year ago, and received the United States patent July 26, 1955.

Today and Tomorrow

By Walter Lippmann

PRISONERS ON THE RACK

Reading the reports published last week by the Pentagon's Advisory committee on Prisoners of War, I found myself feeling uncomfortable and dissatisfied. This was not because of what the report recommends, which as far as it goes seems to me sound enough, but because of what it does not deal with at all. It deals only with what the United States government expects of men captured by an enemy who does not observe the Geneva conventions. It contains a code of conduct for men who may be faced with an ordeal like that of the prisoners in the Korean war. It does not deal with the other face of the question, which is what the United States government should be doing now, while there is no war, to obtain a code of conduct for governments that may be observed.



Walter Lippmann

The Advisory committee, to be sure, was set up in the Defense department. Presumably, it felt that it was bound to deal with the behavior of military men, and not to go beyond that into matters which are in the province of the State department. But the effect of the report will be fundamentally misleading if the country comes to believe that the code of conduct promulgated by the President is a solution of the problem.

THE committee concluded that the individual prisoner must resist torture and bribery, and that if he breaks, he is to be liable, when he returns home, to punishment under the military code. No one can be very happy about this ruling—that the prisoner shall be judged for his conduct under duress, and that this judgment shall be rendered long after the events, that it shall be rendered by tribunals which cannot have before them for examination the enemy's interrogators, and by tribunals which must judge without objective criteria of judgment.

Yet the committee had no choice, and was bound to proclaim the code which it did proclaim. The essence of its decision was that the United States government, not the prisoner himself, must be the final judge of any departure from the strict rule that he must not inform and that he must not collaborate with the enemy.

To have admitted that the prisoner himself could be the judge of his own departure from the rule would have been to put a premium, not only on collaborating with the enemy, but also surrendering to the enemy. It would have opened up an easy way out of a war and out of the bad treatment that is the general lot of a prisoner of war.

The military men who made the report acted on the old principle that in war it must be made more unpleasant to run away than to go forward. They have laid down a rule which makes it very unpleasant indeed for a prisoner to give in. If his breakdown becomes known he suffers not only all the loneliness, home sickness, and misery of his captivity, but in addition an anxiety about what is to happen to him when he is released. In making the prisoner liable to punishment, including degradation, when he returns, the committee went as far as it was possible to go in providing what might be described as a counter irritant for brain-washing.

And yet, it is a question whether in the worst cases of collaboration and betrayal that would work as the committee intended. The prisoner, who is helpless, faces his captors who offer him the choice of torture or collaboration. Behind him is the United States government saying that if he chooses collaboration, he faces punishment at home which may ruin him for life. In this frightening quandary there is no premium on collaborating and then refusing to return home? I would suppose that this is a consideration that needs to be very much in the minds of the men who are going to plan and to administer the "indoctrination" of the young, bewildered, uneducated recruits.

ALL these uncertainties arise from the fact that the problem is insoluble of how the individual soldier, who is not a saint and a martyr, is to resist a lawless government. All the committee was able to say to the soldier was: Insist on the Geneva conventions although your captors reject them, and when you come home a military board will decide whether it thinks you insisted hard enough. As the committee did not say, because no one can say, how hard shall be regarded as hard enough, they had no real solution to the problem.

Let us ask whether the reason why their problem was insoluble was because it was incorrectly posed. I think it was, in the

sense that they treated it as a problem of the individual prisoner rather than of the governments.

Under the Hague regulations of 1907 and the Geneva conventions of 1929 and 1949 a prisoner had rights which his captors were obligated to respect. Among them is the prisoner's right not to be asked to tell more than his name, rank, date of birth, and serial number. These conventions are a code for the conduct of governments. They do not suppose that the prisoner will be able to compel his captors to observe the code. They do suppose that he will be able to complain to a neutral power which will then induce the captor to behave himself—under penalty of losing face in the civilized world.

Underlying all this there was the fundamental assumption to which for some centuries all the governments subscribed—namely that though they were at war, they never ceased to belong to the same civilized community, and that when the war was over they would again be living and working together. Even in war they were not irreconcilably opposed, nor were they separated from mankind by an iron curtain. During the best periods of the modern age the doctrine of total war, with unconditional surrender as its objective and revolution as its consequence, was out of fashion. The Hague and the Geneva conventions reflect the time—that of the century before the world wars—when war was fought for limited ends because all the belligerents belonged to the same community.

THE solution of the problem of the prisoners of war depends upon how far it is possible to go in restoring a common community of mankind. What happened in Korea could not have happened as a general practice had the Korean and Chinese Communists regarded themselves as belonging to the international society and obligated therefore to let neutrals be present to observe the treatment of the prisoners.

For this reason we should prepare the ground for a re-examination—in the new climate of Geneva—of the whole problem. There is no real contradiction in discussing the rules of warfare, as we are discussing the regulation of armaments, while we are engaged in negotiating to prevent war. Wisely directed, such an international study would be another demonstration against the irreconcilable division of mankind.

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Shipyard Recruiter Slates Local Visit

Al McFall, recruiting representative of the Bremerton shipyard, will be at the Oregon State Employment Service office, 119 North Oakdale st., on Friday, Aug. 26, to interview applicants for conversion work on the USS Midway carrier, it has been announced here.

The conversion job, costing \$40,000,000, will be done at the Puget Sound Naval Shipyard at Bremerton, Wash. Needed will be naval architects, professional engineers in the mechanical and electrical field and shock machine experience. Engineers' salaries will be on an in-hiring schedule of \$4,345, \$4,930 and \$5,440 per year. Starting salary for machinists is \$2.10 per hour. Interviews will be held from 9 a.m. until 5 p.m.

Work which will be done on the USS Midway and on Essex class carriers now berthed at the naval shipyard includes new angle flight decks, steam catapults, deck edge elevators and other innovations to facilitate handling of jet propelled aircraft.

Multnomah Appeals For Flood Relief Aid

Portland (U.P.)—The Portland-Multnomah county Red Cross chapter and the United Fund today appealed to local individuals and businesses to contribute a minimum of \$20,000 to help alleviate suffering and damage in six northeastern states ravaged by floods.

President Eisenhower and the American Red Cross have appealed to the nation for a fund which may reach \$5,000,000. It is estimated that 250 persons have lost their lives, 100,000 have been left homeless and damage may reach \$3,000,000,000 in the flooded areas.

Portland Red Cross and UF representatives emphasized that the emergency appeal has no connection with the forthcoming United Fund-Red Cross campaign for health and welfare agencies.

In the Day's News

By FRANK JENKINS What thinkers - are - thinking - about: U. S. Secretary of the army: "Despite increased hopes for peace, the military might of the United States must be kept strong and alert... It would be foolhardy to forget the history of Communist violence, duplicity, subversion and armed aggression."

COMMENT—first from Shakespeare (Hamlet, Act. 1): "O villain, villain, smiling, damned villain! My tables—meet it is I set it down. 'That one may smile and smile and BE a villain.'"

COMMENT No. 2—from Cromwell: "Put your trust in God, my boys, and KEEP YOUR POWDER DRY."

MORE on what thinkers are thinking: American Bar Association President Lloyd Wright: "I am fearful of the drift down the path of paternalism by Americans looking more and more to SECURITY. Individual liberty and initiative have been threatened by emphasis on government benefits."

WHAT he means, although he doesn't put it into those exact words, is history's lesson that the only GUARANTEED security is that of the slave.

FOR weeks, we've been immensely interested in the reactions of the Russian farmers who are visiting our country. It's just as well to remember that we have other farm visitors from abroad. One of them is a young Englishman, a farmer from Park Wrotham, in the English county of Kent. He is making a four-month inspection of our Western farms as a representative of the National Federation of Young Farmers Clubs of Great Britain.

Interview at Hollister (in California), he says: "The American way of trying to find the easiest way to do the job interests me immensely. In your commercial potato fields, for instance, the pickers sling their empty sacks on their backs or hang them on hooks on a belt and put the potatoes directly into sacks."

"In England, we'd put the potatoes in a basket, and then TRANSFER THEM TO THE BAG. That wastes time." He adds: "English farmers could make better use of mechanization. The use of your American farmers make of machines is nothing short of amazing."

HE'S vastly impressed by American agricultural techniques, but he doesn't think too much of our POLITICAL farming methods. He says: "England controls markets to protect its farmers against cheaper Danish and New Zealand butter, or eggs from Poland. But you are supporting prices and GETTING SURPLUSES; then supporting prices BECAUSE of the surpluses."

HE OFFERS us some pointers. For example: "American farmers could make wider use of single-wire electric fences, used extensively in England to move stock over pastures while giving grazing areas a rest."

HE MAKES another interesting observation. "American farmers are less tidy about keeping up their places than English farmers. I am amazed by the contrast between your farmers' new cars and some of their farm buildings."

ANYONE who thinks English farmers are backwoods should take a trip through England's rich farm districts, such as the Midlands. In general, English farmers are up-and-coming, even by American standards. In their grass-farming methods, they are far ahead of us. As for the tidiness and the beauty of their farmsteads—well, we could learn a lot from them in that respect.

Southern California Hit by Flash Flood

By UNITED PRESS Skies cleared over the Eastern floodlands today, but flash floods plagued communities in Southern California and North Carolina.

In Southern California, heavy wind, rain and electrical storms caused flash floods which stranded several hundred civilian employees of the Barstow Marine Base as they drove home last night. Barstow itself was soaked with an inch of rain in just one hour and another flash flood closed a canyon road near Redlands, Calif.

A small line backtracked along the path of hurricane Connie and Diane in North Carolina, flooding streets in Salem yesterday. At Fayetteville, N.C., a swollen city reservoir sprang a leak and families were evacuated from about 30 homes.

Comment On This and That

By HARMAN W. NICHOLS United Press Feature Writer

Washington (U.P.)—It wasn't my purpose when I wrote a story about caboosees to get myself in the middle of a hassle between a couple of old railroad men.

First, along came D. G. Williams of San Antonio, Tex., who disputed my statement that I once took a run away ride on a "fast caboose." He claimed I was too fast with the word "fast" and mentioned such other words as "slow," as pertinent to the early days of railroading. My ride, certainly wasn't a planned one, it was a means of escape from punishment for doing rather badly in seventh grade arithmetic.

Anyhow, now comes a letter in my defense. It is from Robert F. Spears of Whitefish, Mont., and was forwarded from the news editor of the Daily Inter Lake of Kalispell, Mont. Took Fast Ride Spears said he was 52 years and four months a "rail" man and most of the time on the freights, a good part on cabooses. Spears, bless him, said he would like to back up "Mr. Nichols' statement regarding fast rides in cabooses."

"When I started to railroad in 1898 on the Minneapolis and St. Louis Railroad out of Minneapolis as a brakeman, we called the caboose a 'way car.' And with the M. and St. L., and later with the Great Northern, I took many a fast ride in a caboose." Spears, who is retired, likes to read about the fictional lore of the old roads. Every old time railroader, he says, had his share of thrills, but nothing like "the young whipper-snapper writers of the fiction field would have you believe."

"The old time 'way cars,' he says, "were of the best. We had sleeping quarters, a stove with an oven for cooking, and we never left base without a bunch of supplies." According to old Bob Spears, a man never knew when he started a freight run whether he would be gone a week, or a couple of months."

Things Are Different "Mr. Williams," says the man from Montana, "advises that if Mr. Nichols would inspect the undercarriage of the present day caboose he would find few changes made in the last half century. I would like to say there have been many changes." Spears, my defender, has a

nice little anecdote. When the old timers went out they fetched along their finest "get up." Sunday clothes. Never could tell when there would be a layover in a town where a dance was being held. Kicking up a heel was better than cooking up a "mulligan," "and it didn't take so long."

Spears says he recalls one rear end collision to one of his freights. The engineer following the Spears train wasn't watching his knitting and rammed "four cars deep into my train."

"And there, on the engine of the freight that did it," says Spears, "was my dress-up coat. Upside down. Lucky we didn't get killed. Worse, that fellow spoiled a good 'mulligan,' which wasn't quite done yet."

Highway 99 Crash Fatal To Trucker

Roseburg (U.P.)—One truck driver died and another was seriously injured yesterday when a huge freight liner and a pickup truck tangled on highway 99 about 34 miles south of here and plunged over a 60 foot embankment.

The Consolidated rig exploded and burned, killing driver Robert Tice, 43, of Portland. The accident happened at about 5:55 p.m.

John L. Yarbrough, 22, driver of the pickup, was taken to Community hospital here with broken ribs, concussion and a double fracture of one arm. State police said details of the accident were not clear but that the pickup apparently tried to pass the big truck-trailer rig as both vehicles were going north. Another heavy truck was ahead of them both, also northbound.

The pickup and Tice's truck collided in the southbound lane and careened over the 60-foot embankment. The freightliner was carrying a general cargo, including turpentine and other inflammables which went up when the truck exploded. Police said Tice was probably killed by the impact, but his body was also badly burned in the cab.

CHIEF, HE WANTS OUT

Sioux Falls, S. D.—(U.P.)—Minnehaha county authorities kept a wary eye on an Indian prisoner who believed in living up to his name. They said that Adam Make Room for Them had broken out of another South Dakota jail five times.

Is That So?

By EUGENE BURNS Ranger-Naturalist

Did you know that... there is a bird in the Celebes island, the maleo, which lays six to eight eggs a season at 10 to 12



day intervals, thus having the longest natural egg-laying period of any wild bird, the period lasting from two to three months. Most birds possess an unexplained control over egg production. If the complete clutch is four eggs, they stop laying with that number, the remainder of the partially-formed eggs being reabsorbed. But should the first hatch be destroyed or part of the eggs taken, then the hen will lay more eggs. The record number ever laid under such circumstances was by a flicker which laid 71 eggs in 73 days.

The sociable weaver birds of South America combine their efforts to build a huge common apartment-house—an umbrella-shaped, rooftered-over dwelling which is honeycombed with separate, non-communicating, warmly feather-lined cavities. Often 300 birds may live in such an apartment house in complete harmony.

The hornbill male seals his spouse into their hollowed-out nest for the duration. It's like this: the pair select a cavity in a tree. The hen lines the bottom with chips of wood, earth and feathers to her own liking. This done, she takes up her residence in the little wooden room and settles down to her parental chores. Meanwhile, the male plasters up the entrance with clay, leaving only a small, slit-like opening through which his wife may thrust her big beak and receive her daily ration of

THE PRISONER SLEPT Provo, Utah—(U.P.)—A bench warrant sworn out for an accused swizzer was quietly dropped here recently when an investigation disclosed the accused man had been in jail at the time. The jailer had forgotten to waken him, and the prisoner slept right through his arraignment time.

quarters, the female and young are safe from the unwelcome attentions of predators. Down Plucked for Lining Female ducks, geese and swans grow a special nuptial nest-down during the spring which is plucked for lining their cozy nests. Among Arctic-nesting eider ducks, the use of their down is so profuse that it completely surrounds and covers the egg when the female is absent. Boobies and gannets, curiously, lay two eggs but hatch only one.

The loss of bird life is appalling. Not only do heavy losses occur during the nesting season but also throughout the first year of life. A careful study of a song sparrow at Ann Arbor, Mich., revealed that she nested five times in 1949 with only two of the nests successful, and four times in 1950, with none of the nests successful.

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