

MEDFORD MAIL TRIBUNE

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Flight o' Time Medford and Jackson County history from the files of The Mail Tribune 10, 20, 30 and 40 years ago.

10 YEARS AGO May 7, 1946 (It was Thursday)

More than 1500 cases of measles have been reported in Jackson county since January 1, Dr. A. Erin Merkel, county health officer, reported this morning.

20 YEARS AGO May 7, 1936 (It was Thursday)

Light smudging of fruit orchards was done in scattered parts of the Rogue valley early this morning as freezing temperatures brought frost to isolated sections in the lower levels.

Medford stores will be closed all day Decoration day, Saturday, May 30, it was announced today by C. D. Bean, chairman of the Jackson County Chamber of Commerce retail merchants committee.

30 YEARS AGO May 7, 1926 (It was Friday)

Between \$25,000 and \$30,000 will be spent on improvements to the Masonic building on West Main st., to commence next June.

The Commercial Discount corporation has been purchased by Commercial Credit company, a national organization with local headquarters in San Francisco and Portland.

40 YEARS AGO May 7, 1916 (It was Saturday)

Fruit and vegetables suffered heavily by a killing frost early Sunday morning that extended from Sacramento, Calif., far into Oregon.

The first band concert under the direction of bandmaster Reginald G. Rowland, given yesterday afternoon in the city park, proved to be a marked success in every way.

What's the Answer? Can You Get 4 of the 7?

- 1. Alger Hiss, President Truman, Secretary of State Dean Acheson, Winston Churchill, or John Foster Dulles said at Eugene, Ore., in June 1948: "I like old Joe (Stalin)?" 2. Cancer of the lung is about as common as 25 years ago, or much more or much less common? 3. The U. S. now pays a larger or smaller percentage for all U.N. expenses than when U.N. was founded in 1945, or about the same percentage? 4. Ex-President Hoover says he does or doesn't expect to take part in the 1956 presidential election campaign? 5. Boys joining the new Reserve program are to get \$50, \$78, \$95, or \$110 a month minimum pay while in the 6 months active training program? 6. The World Zionist Congress recently met in New York, Jerusalem, Washington, D. C., Moscow, Paris or Cairo? 7. Which well known movie star, recently deceased, was originally named Guenther Schneider? The Answers: 1. Truman; 2. Much more common; 3. Smaller (33% now, almost 40% then); 4. Says he doesn't; 5. \$78 (used to be \$50); 6. Jerusalem; 7. Edward Arnold.

Hillcrest Route Favored

Two weeks from this Thursday the state highway commission will be in Medford to conduct a hearing about the future route of a freeway in the Medford area.

Local residents will be given the opportunity of being heard as to their opinions. More important, however, will be the economic effects on the area, as far as the highway commission's final decision is concerned.

THE commission is actively considering two routes. It may be their reasons for abandoning other proposed routes will be made clear at the hearing, but for all practical purposes it would be well to concentrate, for the time being, anyway, on the two they deem most feasible. These are:

- 1. The Hillcrest route, east of the city limits. 2. The Genesee route, cutting through the present residential area on the lower east side of town. Which would be the best?

AFTER looking over the areas covered by the two proposals, after studying maps, and after discussing highways and freeways with a number of people, including some in towns now by-passed by new highways, we have come to the conclusion that the Hillcrest route should be chosen.

Each would damage values, both economic and intangible. But the Hillcrest route, we believe, would do less damage than would the through-town route.

THERE has been some objection to the by-pass to the east of town, based on the fear that tourist trade would fall off in Medford itself.

In an attempt to obtain information about how such by-passes have affected other towns, the following quotations were obtained.

From Charles V. Stanton, editor of the Roseburg News-Review:

Roseburg has had so many problems it hasn't had opportunity to get excited about the highway by-pass. Downtown business was never seriously concerned. Traffic congestion in the business area has been so great that shoppers were discouraged from entering the district.

Motels, service stations, and other service businesses, catering principally to through traffic, and located in the fringe area, have suffered from the highway change. This, however, has been partially remedied by the location of "Business Route" signs at the traffic exchanges north and south of town.

If and when ALL Oregon towns along the highway are by-passed, it would seem to me that none will be injured businesswise. Until the system is completed, however, those towns having the highway in or near their business sections will have an advantage.

I recently returned from a trip through California, Arizona and Nevada where I learned that this program for by-passing cities is being generally adopted, making it much more convenient for through travel.

The traffic growing being experienced here in western Oregon, in my opinion, makes it advisable to get as much of the through traffic out of our business districts as possible to provide better facilities for those of us who live here.

THE theory of the freeway has been pretty well adopted and is not the subject of argument. No matter which route is chosen, it will be non-accessible except at interchanges. The dispute in Medford arises from the fact that one cuts right through town, the other by-passes it.

In the case of Roseburg, the freeway is across from Roseburg, but the city itself is fairly well in view from the highway. In Salem, the 10-mile freeway is well to the east of the city. When it opened, protests were heard that it was hurting downtown business. What is the situation today?

William H. Hammond, downtown businessman and former president of the Salem Chamber of Commerce, says:

The disadvantage of such a by-pass is in the initial setback to some businesses. In Salem the main ones hurt were outlying eating places, especially "truck stops" and motels as well as some gas stations.

The original signs on the by-pass were criticized as inadequate... but were changed for the better during the first few months. Particularly valuable... have been road-map-type signs indicating how to get into the city proper.

One of the principal advantages of the by-pass, as it has turned out, is the elimination of much unnecessary, unproductive traffic from downtown streets. By now, few if any complaints about the by-pass are heard... As more by-passes are completed, the tendency is for drivers to get into cities they want to, regardless of the highways.

ELMER Odgaard, motel operator between the city limits and by-pass junction and former president of Salem Motels associations, says:

The business picture is considerably better now than in the first year of by-pass operation, and I don't believe we'll be hurt in the long run... We campaigned for better signs, and the highway department cooperated wonderfully. Traffic seems to be less now, but business is definitely better, and many of our motel patrons mention the signs...

Douglas Yeater, downtown appliance store owner, former legislator, and president of the Downtown Salem Merchants association, says:

We never have had much discussion in our association about the by-pass, so I guess that's a sign it hasn't hurt business too much.

IF THE route follows the Hillcrest line, it will destroy a considerable amount of good orchard and other agricultural land. But if it goes down the Genesee line, it will destroy many homes, with accompanying dislocations, and will force those residents to find homes elsewhere. Sooner or later (and this route would speed the process) homesites are going to occupy a large area of nearby agricultural land.

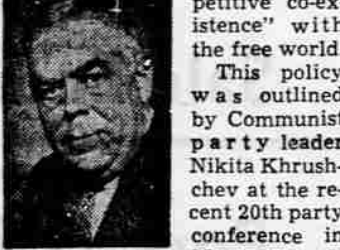
The Hillcrest route would be scenically attractive, going through orchards, and with a view of the foothills on one side, and the city on the other. The Genesee route would go through the town, and however attractively it is done, it would "blight" a large area of valuable residential property.

Taking these and other factors into consideration, it appears clear to us that the decision should be for the east-of-town route.—E.A.

Emphasis on Foreign Trade is Feature of New Russ Tactics

By CHARLES M. McCANN United Press Correspondent

The Kremlin is putting a lot of emphasis on foreign trade in its new policy of "peaceful competitive co-existence" with the free world.



This policy was outlined by Communist party leader Nikita Khrushchev at the recent 20th party conference in Moscow.

Called for wooing Socialist parties in Western countries, for a revival of "united fronts" of Communist parties with other leftist groups, and for greatly increased foreign trade.

Khrushchev and Premier Nikolai A. Bulganin offered Prime Minister Anthony Eden \$2,800,000,000 in purchases during their visit to Britain last month.

A Russian delegation has opened trade negotiations with Denmark, a fellow member with the United States and Britain in the North Atlantic Treaty Organization.

Now it is reported that Anastas I. Mikoyan, Russia's No. 1 foreign trade expert, will start a tour of Latin American countries soon.

Russian Outlets Sought Moscow dispatches report that Mikoyan will visit Argentina, Brazil and Chile, the "big three" Latin American countries, offering big purchases of their commodities and seeking outlets for Russian exports.

Mikoyan seems to be a man to watch. Khrushchev and Bulganin get the headlines in their visits abroad. Mikoyan gets little publicity. But he does get around. He has just returned home from a little publicized tour of East Asia during which he visited India and Burma among other countries.

The Kremlin's bid for friendship with Western Socialist parties got quite a setback during the visit of "Mr. B. and Mr. K." to Britain. Khrushchev got into an angry argument with members of the Labor party and accused them of "pigghiness." Socialist parties in Western

Europe are likely to be cool to the suggestion that they form "united fronts" with the Communists in their countries.

Shopping List Cleared Britain, for instance, has grabbed at the Russian trade offer. Eden refused to consider any breaking down of the Allied embargo against the export of strategic goods to Iron Curtain countries. But he pointed out in a statement in the House of Commons that the Russians submitted a big "shopping list." The government has just announced that most of the items are clear of the embargo restrictions.

Mikoyan, if he does make the South American tour, can do a lot of damage. He could both weaken relations of the countries concerned with the United States and undercut United States exports to them.

A Buenos Aires dispatch says Russian motor cars and trucks went on sale in Buenos Aires last week at prices substantially lower than those asked for by American, British, German and Italian ones.

Mikoyan is the man behind all this. White-faced, black-mustached, he has been Russia's leading trade expert for 30 of his 61 years. An Armenian, he is one of the few top-ranking men who survived all of Stalin's purges. He has been a member of the Communist party Central Committee since 1922, when he was 24. He is now a vice premier and one of the 11 men in the Kremlin's "collective leadership."

Correspondents Look Ahead to Coming News

United Press correspondents around the world look ahead at the news that will make the headlines.

Atomic Thaw? The disarmament situation is more hopeful than it looks. True, the London negotiations conducted by a United Nations subcommittee broke up in a deadlock. But one reason seems to be that the Western allies are putting pressure on Russia to make concessions. London insiders expect a move by the Kremlin soon. United States delegate Harold E. Stassen may have made a good guess. He suggested after the break-up that Soviet Premier Nikolai A. Bulganin is likely to reply soon to President Eisenhower's letter of March 5, proposing a freeze on the production of nuclear weapons. A favorable response by Mr. B. might start things going again.

Spaghetti a la Americana Business quarters expect American hotelman Conrad Hilton to get approval soon of his long-delayed plan to build a hotel atop scenic Monte Mario overlooking Rome. The Communists have blocked the plan so far. But influential supporters of the Christian Democratic Italian government own the land near where Hilton wants to build. They want Premier Antonio Segni to go along with Hilton—the hotel would speed development of the area.

Valdettaro? London believes Sir Winston Churchill, Britain's grand old man, may make one of his last great speeches in Aachen, Germany, Thursday. He will go there to receive the city's Karl prize, awarded each year for promoting European unity. It was reported in London one month ago that he might make a masterly call on the free world to take advantage of the Kremlin's embarrassment in its Stalin-debunking campaign by launching a diplomatic offensive.

Cyprus Muddle Look for Field Marshal Sir John Harding, governor and commander in chief in Cyprus, to fly to London soon to discuss a change in strategy. His policy of "force for force" in combatting extremists isn't doing so well.

Editorial Comment CONSERVATION Last year a great to-do was made about Conservation Week, proclaimed by the late Governor Patterson, and designed to bring to the attention of the people of Oregon the benefits to be derived from conserving our natural resources.

That same week will be held again this May, next week to be exact, but will be called Soil Stewardship Week instead. I think a mistake has been made here. Everyone is becoming pretty conscious of this business of conservation but when you start using high faluting titles like Soil Stewardship Week you miss the mark by a country mile.

Plus the fact that there is a lot more to conservation than saving the soil and putting it to its maximum use. In fact, right now we seem to be putting the soil that falls within the agricultural classification to great use. At least we are if we judge by the vast surpluses that are piling up and the many plans for taking some of this land out of production.

Anyway, just a word of explanation prior to next week you will know what is going on. It's still the old conservation week program under a new name.—Bill Jenkins in Klamath Falls Herald and News.

British Trade With China 'Being Sacrificed' Newcastle, England.—(U.P.)—Harold Wilson, one of the leaders of the British Labor party, said Sunday that British trade with Red China was "being sacrificed for the appeasement of a few hysterical American senators."

Wilson's scathing attack on the Eden government said Britain's trade with 600,000,000 Chinese was held up by American disapproval and "be sure that when it is opened the Americans will beat us to it."

Population of the United States, now 165,000,000, has increased by 10 per cent or more since 1950.

In The Day's News

By FRANK JENKINS

A previous installment of this series dealt with what makes New York tick—that is to say, how this city, that has within its own limits little or no heavy industry, gets the money to keep its fabulous self going.

One answer is that it takes in a lot of cash every day from visitors, who bulk large in New York's economy—as you can guess from the number of hotels you see all around you when you get there.

It costs quite a lot in TIPS alone just to get into a hotel in New York City. It costs an approximately equal sum to get out.

LET'S suppose you are coming in at the Pennsylvania station and that you have four bags, which is at least average for two people. That brings up a highly controversial subject—the cost of getting your bags from your train to the taxi stand out in the street, and who gets what out of the money.

There is a standard charge of 25 cents for each piece of baggage. The porters on the trains tell you that the redcap gets ALL of that and that the redcap gets none of it. When pressed, they will concede that the redcap does get a base wage, but say his wage is small and that to keep going he must get tips. He gets as a tip only what you give him above the 25-cents-per-bag charge.

YOUR red cap takes your bags at the step of your car, where your Pullman porter has deposited them (and presumably you have given him a gratuity.) The redcap puts them on a cart, and you follow him. He leads you up two elevators and one escalator to the taxi entrance and helps you to put your bags in the taxi.

You figure up the physical toll and the mental anguish you would have endured in the process of finding your way through that maze and shell out the dollar charge for the railroad and possibly another buck to the redcap on the theory that so far as you are concerned he has earned it.

YOU are now in two dollars, and at this point the taxi driver takes over and drives you to your hotel through a snarl of traffic that takes some doing. His charge will be about six bits, and being indoctrinated by this time you give him a dollar bill and a wave of the hand that says keep the change.

That gets you to the curb in front of the hotel, where the doorman takes over. He helps get your bags out of the taxi, and rings for a bellhop—which calls for at least a quarter. At this point you enter the realm of chance. If things are pretty busy around the joint, there will be only one bellhop, but the rule for two to carry four heavy bags and if enough are available you will get two.

Maybe you'll get into your room quickly, in which event your bell hop (or maybe your two bellhops) will take you right on up.

IF YOU'RE out of luck and have to wait until somebody vacates a room so that you can get it, you'll tip your bellhop (or maybe the two of them) and they'll check your belongings while you wait. When a room finally does open up, you find another bellhop (or maybe two of them) and when they have got you located and have raised the curtains and opened the windows and fiddled with the heat you'll pay off again.

If there is only one, you'll figure that maybe a buck and a quarter is enough, even in New York. If there are two, you'll toy with the idea of shelling out a dollar and a half and letting them make their own split but will probably end up by letting go of \$2.

IF YOU'RE shot with luck and have made the grade with only one bellhop you'll be in only a matter of \$3.25 or so by

the time you get settled in your room, but if it isn't your lucky day and you have been stuck with two bellhops all the way through (including the wait while a room is opening up) you'll be in considerably more—probably around \$5.

THAT'S what it has cost you to get in. It will cost as much more to get out. Unless, that is, you should take a notion when leaving to start a little early and leave your baggage at the station while you do some errands, or maybe a little last-minute shopping down in midtown—say at Macy's, which is just kitty-corner across the street from the Pennsylvania terminal.

In that event, you'll pay off your porter at the two bits per bag rate, plus his tip, check your bags in the coin in the slot boxes at 25 cents per box and when train time comes do it all over again.

ALL this has been just tips and taxi fares to get into your hotel and out of it again. So, you see, with hundreds of thousands of visitors coming in and going out every day, quite a little cash is added to New York's income by visitors from the outer regions.

Medford Student Gets Scholarship

Charles Anderson, son of Mr. and Mrs. O. C. Anderson, 218 Winema wy., Medford, is one of two Willamette university students to receive Danforth graduate fellowships, it was announced this week.

Fifty of these scholarships are awarded throughout the United States annually. Amount of the scholarships are between \$2400 and \$2800 each for four years, plus one year at seminary if desired.

Anderson will use his fellowship at Union Theological seminary in New York City in preparation for the ministry of the Methodist church. On the Willamette campus he has been a member of the Interfaith council manager of Christian Resource week and president of Oxford Fellowship. He is also a member of Phi Eta Sigma scholastic honorary fraternity, a senior in the religion department and held a Collins scholarship for two years.

In addition to being a full-time student, Anderson is a student minister at the Methodist church in Marquam.

In 1885 Queen Victoria chose Ottawa, then a city of 20,000, as the seat of government of Upper and Lower Canada. It became the capital city of the new Dominion in 1867.

Use Tribune Want Ads

Her Face Told It

GEO. N. TAYLOR Christ stopped at the well at Sychar to rest a bit and a woman from the town came for a jug of water.

Christ asked for a drink and then told her that if she drank of the water He had for her, she would never thirst again. The water He would give her would be a spring of water bubbling up within her and giving eternal life.

Content person, needed never tell of the eternal life bubbling up within her heart. Her face told it. And may you be just such a blessing. Settle the sin question. Receive Christ as Lord and Saviour. Then die to self and Christ will live out thru you also.

This message sponsored by a Scappoose dairyman and family.—adv.

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