

MEDFORD MAIL TRIBUNE

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Vote

This is election day. It is to be hoped a majority of the registered voters cast their ballots early, and this is a reminder that if you haven't yet voted, do so quickly. The polls close at 8 p.m.

CAMPAIGNING and electioneering are, quite properly, banned on election day. But it is both permissible and desirable to suggest that there are a number of highly important races to be decided on the Democratic, Republican and non-partisan ballots.

If the individual voter does not assume the responsibility of voting, the next man's vote becomes doubly important. — E. A.

27 Years

Twenty-seven years is a long time to spend in the service of a demanding and sometimes cantankerous public.

That is the record marked up by Frank Farrell this week, when his retirement as Medford city attorney was announced. It is a remarkable testimony to his equanimity and staying-power in a job which varies from the tedious clerical chores of preparing long and minor ordinances to the verbal shot and shell of political skirmishes.

FRANK'S enemies (and he has them—any man who is a man has enemies) will tell you he's been too slow, has tried too hard to avoid litigation, has been reluctant about providing snappy and effective legal services for the city.

Frank's friends (and he has them, too) will tell you that he has taken the time to consider problems from every angle which could affect the city; that he has saved the city thousands upon thousands of dollars in court action costs, and that his sage advice, the product of years of experience, has been of immense value to the voters and taxpayers of Medford.

WE COUNT ourself among Frank Farrell's friends. Disagreements of the past—over methods, policies, procedures, opinions—fade into insignificance when measured against his more than a quarter-century of loyal service to Medford.

Frank's reputation, built throughout the state, acknowledges him to be one of Oregon's outstanding city attorneys, an early mover in the League of Oregon Cities which has done so much for efficient municipal government, and a man of upright integrity and unassailable honesty.

We feel we can speak for the city, Frank, as we tip our hats and say Good Luck, and Thanks. — E. A.

"New Wonders"

The Air Commerce Act was passed by congress 30 years ago Sunday.

One of the most fascinating bits of reading we've run across in a long time is a news release by the Civil Aeronautics Administration to mark the event. The CAA says it "is setting its planning sights on new wonders to come in 1965."

THE ADMINISTRATOR of the CAA says, "In this fast-moving business, the only realistic, hard-headed approach is to let your imagination run wild. Otherwise, you'll soon find you are thinking in obsolete terms."

Among other things, the CAA looks for the further development of planes which can take off straight up (such as helicopters or other vertical take-off types, including convertiplanes); those which need only a short run to get into the air; planes designed to take advantage of the jet-stream winds four miles in the sky, and, as likely as not, others not yet dreamed of.

GREAT CHANGES in traffic control will have come about at the end of the next ten years. Radar will come into increasing use. (A radar installation for Medford is in the long range plans of the CAA, incidentally.)

An extension of the use of radar, known as the radar beacon, will be added to the nation's skyways. One pilot has described this as a means of "printing my name on the radar scope."

Automatic data link is another component of the changes foreseen. This is an automatic system for keeping tabs on position, speed and altitude of planes in the air, relaying this to ground stations, and then feeding it back to pilots, along with traffic control instructions.

ALL THESE electronic devices, used to keep planes from crashing into the ground or each other, would be almost beyond human capability to control and use efficiently if it were not for the fourth component of the new systems—computers.

These mechanical brains, which can do complicated mathematical formulae in a fraction of the time it takes humans, will be used to correlate data, keep track of it, and issue instructions, all within seconds.

THESE devices are made necessary by two things. The first is the rapidly-mounting volume of air traffic. CAA projections indicate that this will go from about 9 million hours flown in 1954 to about 13 1/2 million in 1965.

The second is the rapid diversification in types of planes, which is putting jets in the over-1,000 miles per hour class into the same air as 100 miles per hour helicopters and puddle jumpers.

A large air-space is now required for the faster planes. It is believed, with the use of the new devices, the amount of air space can be reduced, thus permitting more planes to use the air safely.—E. A.

Russian Manpower Reduction Offer Falls Flat, Writer Says

By CHARLES M. McCANN United Press Correspondent

The week's good and bad news on the international balance sheet:

The Good

1. Soviet Russia's latest move in its sweetness and light campaign fell flat. The Kremlin announced it would reduce its armed forces by 1,200,000 men. Allied leaders recognized it at once as an obvious attempt to weaken their defense cooperation. Secretary of State John Foster Dulles said that by putting the demobilized men into industry and agriculture the Soviet government might increase its war-making power, not reduce it. Gen. Alfred M. Gruenther, Allied supreme commander in Europe, said that the promised reduction would not lessen the might of the Communist bloc because of the development of nuclear weapons and other new instruments of destruction. French Premier Guy Mollet, arriving in Moscow for a state visit, announced firmly as soon as he stepped from his plane that France will remain faithful to its alliances.

2. President Sukarno of Indonesia, a leading "neutralist," made a good impression on his arrival in Washington to visit President Eisenhower. No important agreements were expected. But the hope in Washington was that Sukarno's suspicion of the "imperialist" West might be softened.

3. Independence negotiations in London between Britain and delegates from its crown colony of Singapore were saved—temporarily at least—from collapse. The negotiations broke down because of Britain's insistence of keeping control of internal security. The conference was formally ended. Later, David Marshall, Singapore's chief minister, announced that he wanted to resume the talks and make new proposals.

The Bad

1. Communist China scored two important successes. Great Britain announced that it intended to relax some of its restrictions on the shipment of strategic goods to the Reds. These restrictions had been imposed by the Allies because of the Peiping government's aggressive policies. Prime Minister Anthony Eden had tried vainly for months to get the United States to agree to a relaxation. Because of Britain's desperate need of foreign trade,

Eden decided to go ahead on his own. The second success was the recognition of Red China by the Egyptian government, leader of the Arab nations in the Palestine dispute. It was reported that other Arab countries might follow Egypt's lead.

8. The pro-Greek revolt in Cyprus continued unabated. Anger in Greece, which wants Britain to give up the island, blazed after the hanging of two Greek Cypriots convicted as assassins. The British ambassador in Athens was warned, because of the possibility of "personal danger," to stay away from a reception for visiting West German President Theodor Heuss.

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.

Stay As We Are

To the Editor: We would like to know just who are these business men that prefer the free way on Genessee st. It's hard to believe that any group of them would try to run through the city. In the first place they couldn't stop to spend that nickel at our business houses unless they left the freeway at one end or the other of town.

Again if it's so important, why not send it down Seventh st.? Maybe they could arrange some sort of stand so we could grab travelers as they passed through.

We're all here and have been for years, like our homes and neighbors. Were not trying to shove the free way on others, and just why have you the right to put it on us?

Surely there's a way around the city. That hill road they say would affect the hospital. That road is over a mile from the hospital site. If it's as noisy at that distance, what will it do to those of us left here? We will not only lose our neighbors but the value of our homes will be affected, so we cannot sell and get as good as we have. We can't map out the road but there's surely enough land available on one side or the other of Medford. The city could be by passed.

Please let us all stay as we are. Mrs. John Soliss 111 Genessee st. Medford, Ore.

Freeway Objections

To the Editor: How many Medford citizens know that the freeway, as planned through the city limits, will be 150 feet wide at base with retaining walls on each side of the fill, nearly 20 feet high? It must be high enough to allow an underpass at East Main and Jackson sts.

We need more open cross streets, certainly no more barriers. It will not only be ugly—it could be dangerous.

Monoxide seeks the lowest level and it would descend to the people who would be forced to stay near the freeway because they could not sell their homes for enough to buy elsewhere.

I hope we have not become so money mad that pears are more valuable than happy homes.

Mrs. Martha E. Gregory Mrs. Verda Atwell 118 Genessee st. Medford, Ore.

Freeway Proposal

To the Editor: In regard to the proposals for the new freeway, may I suggest a ramp near where Central ave. South joins Riverside, then an elevated roadway without parking for two-way traffic from said ramp to another ramp north of the Big-Y store. This should take care of foreseeable traffic for many years to come and would not destroy any real estate values. A concrete dividing strip in the center between opposing lanes, two to three feet high and full length of said elevated roadway, no access roads to enter or leave except at intersection of Crater Lake highway. Also no pedestrian traffic of any kind to be permitted; one-way traffic on lower level as is, and two-way through traffic on upper level.

It seems these engineers hatch up a scheme every now and then that has no regard for where the money is coming from. My plan would, I'll grant, cost a large sum of money but there are very definite advantages, particularly lower cost.

Now for another proposal. I understand there are plans for doing some road building from Butte Falls to Klamath Falls via Fish Lake, Lake Creek-Eagle Point highway. The existing road is very rough and part of it is quite steep. I suggest a new route for part of the way up what is known locally as Juniper Ridge, where an existing logging road follows an old logging railroad grade. This would make for a longer—but not quite so steep grade. Forest service and county engineers please take notice.

Floyd R. McCabe Mt. Pitt Star rt. Butte Falls, Ore.

Candidates Night

To the Editor: The Medford League of Women Voters wishes to express its sincere appreciation for your very fine cooperation in publicizing the recent "Meet Your Candidates" night at Hedrick Junior High school. Many people learned of this event through your paper and we feel that the large audience present that night was due to the publicity prior to the event. The attendant news coverage of the event was especially fine and we want you to know that we appreciate what you have done, that we thank you for the work entailed, and that through your cooperation "Meet Your Candidates Night" was very successful.

Laura N. York Corresponding Secretary. 517 West 10th st., Medford, Ore.

Danville, Ill. — (U.P.)—Thieves who stole a piggy bank containing some personal papers from the Kenneth Hinton home returned the papers Thursday but kept the piggy bank.

Babson Sees Good Future For Well-Managed Rails

By ROGER W. BABSON

Babson Park, Mass. — Railroads are still considered as a rather undesirable stepchild in this country. Abused, browbeaten, discriminated against—they seem to be on the receiving end of whatever ill fortune can be thrown their way. Does this mean that railroads will ultimately disappear from the American scene?

Despite the heavy taxation of the rails to finance highways for competing truck and bus lines, despite the failure time and again to increase fares and freight rates so that the roads' expanding operating expenses could be covered; despite union restrictions which encourage "make work" jobs, the rails have managed to survive. No longer a transportation monopoly, its roadbeds are paralleled by fast-moving busses and autos. Huge trucks race beside freight cars, mile after mile. In the air, passengers and freight move over tremendous distances at five times the best rail speed.

But two world wars showed the necessity for a strong rail network. In World War I, the government found it necessary to take over the job of placing the rail system in a sound condition. By World War II, management had completed several years of building up the physical property of the rails. They were in a good position to handle the sudden sharp expansion in passenger and freight traffic which followed our entry into the war.

Cost-Cutting Progress Young blood is currently lacking in most rail managements. In several cases, however, virile managements have succeeded in cutting costs, through mechanization and automatic controls. New diesels, piggy back freight cars, use of electronics in freight classification yards and signaling equipment have helped earnings. Efforts are now being made to put new life into the passenger business by developing ultra-modern high-speed trains. I forecast, however, that these efforts will fail to recapture more than a relatively small percentage of the business lost to other forms of transportation.

In the matter of finances, also, aggressive managements have succeeded in cutting down unwieldy high-interest bond capi-

talizations. Corporate reorganizations, reduced inventories, and the dropping of small, money-losing branch lines also have boosted income. Finally, the ICC has lifted the rails out of the poor stepchild class by authorizing more reasonable rate increases during the past few years.

The "bread-and-butter" activity of the rails continues to be in the heavy-commodity type freight. Efforts to promote passenger and other income with gadgets and door-prize promotions will not prove permanently profitable. Those roads which stick to doing what they can do best, and with the greatest profit, will win out in the long run. Management success will best be demonstrated by how well it controls total labor and material costs.

The faster growth of the Southern area of the United States has been the principal factor in the impressive gain shown by the roads operating in that region. There is nothing in sight to indicate an end to this superior growth factor. The Eastern "gravity" coal roads also have an impressive year. I forecast that in the light of world conditions, the outstanding rail group will be the transcontinental roads, especially those with major operations in the South, Southwest, West, and Northwest. Their freight traffic is heavy and well diversified. Their finances are strong, their prior liens well protected.

Management, in most cases, is improving. I forecast that some transcontinental rails, especially those with substantial holdings of land, mineral rights, and securities, will prove to be sound investments. They are in a position to benefit from any sharp expansion in business activity. At the same time, good management should enable them to ride out any temporary interruption in the longer-term growth trends.



Roger W. Babson way. Does this mean that railroads will ultimately disappear from the American scene?

Matter of Fact By Joseph Alsop



THE RACE Arbil, Iraq — Here in this strange land of Iraq, history already made is almost oppressive-

HERE in Arbil province, the Tigris and Euphrates are beyond reach, so no new acres will be opened for cultivation. But irrigation is only one part of the development program which is showing its effects in many ways hereabouts. The province has an energetic governor, Ismael Hakki. All the flatland below the mesa, where modern Arbil is spilling out onto the plain, is dotted with Governor Hakki's construction projects. In one place, a new 300 bed hospital is slowly rising. In another is the headquarters of the German refugee doctor, whose mobile clinic is the first of three motorized health units to serve the more remote villages. Several schools have already been finished. Two more are under construction. There is even a little park, where the suburban citizens take the air and schoolboys study their books.

All these are signs of change in a way of life that has hardly changed since the time of Timur the Lame. But there are other signs of change, too, of a very different nature. The old system here is essentially feudal—so feudal that one of the provincial grandees used to murmur the warning, "I have 10,000 rifles," whenever the government in Baghdad seemed to disregard his wishes. But there was something very like a peasant uprising in Arbil province two years ago; and when this happened the grandee had to plead with the government for protection against those very rifles he once used as a threat.

COMMUNIST organizers, inspired by the Tudeh party in the Iran, were in many of the villages then. There was a movement to take the land from the rich Agas who live in Arbil City. Here was even one deputy in parliament from Arbil province with known Communist leanings. By a great deal of persuasion and some pretty sharp pressure, Governor Hakki set the province in order again. All is outwardly peaceful now. All the same, beneath the surface, the pressures and the tensions still exist. The peasants still want the land the Agas own. There are still aspirations for better things that cannot easily be satisfied at once. And the development program is very slow, so slow indeed that five more years may pass before really large new farming acreages are opened to Iraq's people.

This makes the race between the forces of construction and the forces of destruction. I asked Governor Hakki which was likely to win, and he answered, "who can tell the winner of any race with real certainty?"

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