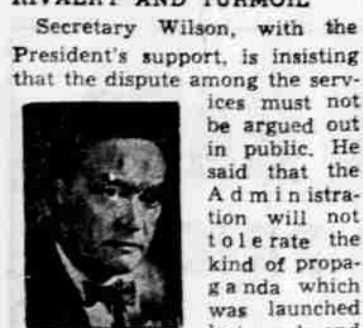


Today and Tomorrow

By Walter Lippmann

RIVALRY AND TURMOIL



Secretary Wilson, with the President's support, is insisting that the dispute among the services must not be argued out in public. He said that the Administration will not tolerate the kind of propaganda which was launched last week by the Air Force and by the Army. Whether the policy of suppressing the dispute is sound depends, it seems to me, on what the dispute is about. It is reasonably plain from what Secretary Wilson said at the big Pentagon press exhibition that he believes the issue to be "the roles and mission business"—that is to say, which of the services is to have which of the new expensive weapons. He must have been hearing more than he likes to hear about these rivalries, and he is very much annoyed at finding that the services have gone over his head, hoping to work up public opinion and Congressional support.

There is not much real doubt, it seems to me, that if only "the roles and mission business" are at issue, then these issues should be settled within the Pentagon and the National Security Council. The relative value of one guided missile over another, the military capabilities of the aircraft carriers, the role of the Army in aerial defense—these are questions which neither the general public nor the Congress are competent to decide. They are by their very nature questions which have to be answered by the services themselves under the guidance of the President and the Secretary of Defense.

BUT is there not more to this dispute than the roles and mission business of the three services? We know that there is at bottom a much bigger question, which was raised some time ago by General Ridgway, of high strategy in the age of nuclear weapons. There is no use pretending that this question has as yet been settled, that a clear policy has been arrived at by which the services can be guided.

It would clear the air a good deal if the Administration was to admit that policy is in the making but is not made, and that the military art is developing faster than our strategic understanding of its consequences. Here there is not only room for public discussion but an urgent need of it.

The need of it is manifest not only within the Pentagon in the dispute over the strategic roles of the Army and Navy but in such matters as the differences between Mr. Dulles and Mr. Stassen. There being as yet no firm decision about the role of the Army in future wars, Mr. Dulles and Mr. Stassen do not have an agreed view of what to say about the reduction of the Red Army.

ANYONE who thinks he knows the answer to the undecided questions of high strategy is merely exhibiting his own inability to realize the complexity of the problem. The undecided questions are enormously difficult to answer because the answer requires a correct forecast of what the wars of the future will be like, and how the United States could or should be involved in them.

I have the impression, which may well be mistaken, that American strategic thinking is deeply affected not only by the new weapons but by the undigested consequences of the Korean war. That war was a searing experience, and the brunt of it fell upon the Army. Putting aside the question of whether it was wise to commit a ground army to a land war in Korea, the fact is that this involved a sudden reversal of what had been settled American strategic policy. The policy was not to commit ground forces to a war on the Asian continent.

THE unresolved question, which haunts and perturbs American military thinking, is whether the Korean war was a precedent which established a new policy, or whether it was a unique affair marking the exception to a settled policy. If Korea was a precedent, as many seem to think it was, if we need to be ready to fight a series of wars of the Korean type, then General Ridgway and the Army

are obviously right. But if Korea was an exception to the general rule that in regard to Asia we are not a land power but a sea and air power, then the responsibility of the ground army has been greatly reduced.

It would do much to clarify the deeper issues in the Pentagon if it were known whether Korea was the precedent of a new strategy of intervention on the ground, or whether it was the exception to the older policy of not intervening on the ground.

THESE are matters which the President himself is peculiarly competent to speak about. For, as I understand it, he played a leading part in formulating the policy of not committing ground forces in Asia, the policy which was overthrown when North Korea attacked South Korea. It would not be surprising if he believes that the Korean affair was an exception to a rule, a necessary exception it may be, but not one to be treated as a precedent.

In any event, our military thinking will be in a turmoil until this question is clarified. Copyright 1956. The New York Herald Tribune

Traffic Safety Drive Starts Memorial Day

Salem—(U.P.)—An intensive, nationwide traffic safety campaign begins in Oregon Memorial Day.

The campaign, "slow down and live," will concentrate on attempting to reduce accidents, injuries and deaths which officials said can be blamed on "in a hurry" complexes of drivers. Capt. R. G. Howard of the state police said officers' days off would be cancelled Memorial Day and the patrol would be augmented to take care of traffic.

\$500 in Prizes Set For Crowing Contest

Rogue River—Cash prizes totaling \$500 will be awarded to the "crowningest" rooster during the fourth national rooster crowing contest in Rogue River June 16. First prize is \$250.

Entries must be made before 11 a.m. of the day of the crow. Entries are not free and may be mailed. The crow starts at noon.

Free hot dogs will be served during the event. Music and games will be provided, dancing on the Rogue River outdoor pavilion is scheduled.

Matter of Fact By Stewart Alsop



THE "NEW" STEVENSON Jacksonville, Fla.—Adlai E. Stevenson, fighting for his political life here in the Florida primaries, presents an unusual spectacle in several ways. For one thing—and this is most unusual—he is a man doing something he hates doing, and doing it well.

It is no secret that Stevenson never wanted to enter any primaries at all, and balked like a mule when his advisors told him he had to. It is equally no secret that, now that he is up to his neck in primaries, he hates it. He bitterly describes the whole primary system as "this mad endurance contest."

If you spend a day or so campaigning with Stevenson, you can't blame him. Only a madman—or possibly an Estes Kefauver—could possibly enjoy the primary routine. Consider the following diary of a typical Stevenson day this week.

UP AT dawn on thereabouts, in Miami. Breakfast with twittering ladies—charm must be turned on. Radio recordings—must sound statesmanlike but not stuffy. Leave 8 o'clock on 2½ hour plane trip to Tallahassee. Meet with Governor and Governor's Cabinet at capitol—must be especially nice to two perennial Cabinet members with great influence. Speech on capitol steps to state employees released for occasion—crisis when ex-Governor Caldwell, introducing Negroes, implying Stevenson indifferent to Negro vote. Could be fatal in California.

Lunch at university (ham and very sweet potato) and speech. Speech prepared for university audience—audience turns out to be mostly business men. Much hand-shaking with students. Side trip to meet Governor's wife (Governor friendly but uncommitted and very important). By plane to Lake City. Press conference called to deal with Caldwell matter. Speech at dusk on main square. This woolhat country—must deal somehow with segregation issue. Speech success. Much hand-shaking. By plane to Jacksonville. Final lengthy conferences. And so to bed.

THIS sort of thing goes on day after day. The demands on the candidate—to put up with the endless frustrations and delays, to deal with the inevitable crises, to make real contact with the voters, above all to be nice when he does not feel like being nice, to smile when he does not feel like smiling, to bounce when he does not feel like bouncing—must be almost intolerable, especially to such a candidate as

Adlai Stevenson. Yet Stevenson does it all, on the whole, very well indeed.

To the non-participating spectator, there is a certain nostalgia in the performance. Everyone is four years older (Stevenson himself is noticeably paunchier), and the cast of characters has somewhat changed. But in many ways it is so much like 1952.

Stevenson is still the interesting, courageous, highly intelligent, oddly contrary candidate he was then. He makes, if anything, more jokes than ever, many genuinely funny. There is the familiar strain of self-deprecation, grown with time. He is himself the butt of most of his jokes, and to the despair of his advisors, he likes to call himself an "unemployed politician," and to point out that the Florida counties he won in 1952 were the ones he did not visit.

THERE are the familiar flashes of eloquence and political insight, the same bold refusal to conform. It takes courage for Stevenson to defend the intellect and the intellectual before an audience of Florida businessmen, or the Supreme Court decision on segregation before a woolhat audience in northern Florida. Yet somehow the whole performance is less effective, less moving, than it used to be.

Much has been written about the "new Stevenson." It is undoubtedly true that his Minnesota defeat persuaded Stevenson that he had to fight to survive, and in some ways he is fighting harder than in 1952. But essentially he is the same old Stevenson—he says, accurately, that he could not change if he wanted to.

WHAT has really changed is not Stevenson but the calendar. The year 1952, with the Korean war still on and Joseph R. McCarthy riding high, was a bitter and fear-filled year. It was a year in which Stevenson desperately wanted to say some things that desperately needed to be said, and he said them eloquently.

This is a year of even greater dangers, but the dangers lurk below the surface, and they are not real to most people. One senses that they are not entirely real to Stevenson, or that, at any rate, like everybody else, he does not know what to do about them. Now there is almost nothing that desperately needs to be said, and that Stevenson desperately wants to say.

This is, perhaps, the real difference between the Stevenson of 1952 and the Stevenson of 1956.

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Chicago—(U.P.)—The National Safety Council has refused to grant its top award of honor to any state or city for all-around traffic safety performance in 1955.

In the Day's News

By FRANK JENKINS

When the subject of Big Business comes up in these days, I reckon most of us are inclined to think of it as a bunch of happy and well-fed gentlemen who have nothing much to worry about and no problems except splitting up the profits.

Alfred Perlman, president of the New York Central railroad, one of the nation's largest corporations, dissents from that view. He tells the company's stockholders, assembled in Albany, N. Y., that the NYC has plenty to worry about.

AMONG its headaches, he says, are its palatial terminals, such as the Grand Central in New York City. "These vast palaces," he adds, "are CANCERS eating away at our profits and undermining the stability of our investment."

He cites the NYC's terminal in Buffalo as an example. He tells the stockholders: "It costs us more than three million dollars a year, including \$274,000 in taxes, to operate this vast station, and we sell less than \$3,000,000 worth of tickets a year there."

Then he adds: "The New York Central is looking for ways to give away, sell or TEAR DOWN passenger stations that cost us a fortune in taxes and maintenance."

I THINK, Mr. Perlman, your customers may be inclined to APPLAUD if you do just that. These fabulous big city terminals are headaches for the traveling public as well the railroad that own and operate them, and it costs the public at least a small fortune in tips to get into them and out of them.

Why don't you replace them with simple and relatively inexpensive structures equipped with moving belts that will carry the passenger's baggage directly from the trains to the taxi stands?

I think your customers would welcome such a set-up.

MORE about big business: Last January, as you may remember, the Ford Foundation put on sale some ten million shares of stock in the Ford Motor Company. These shares were bought by some 325,000 persons.

Last week, Ford stockholders opened their first annual meeting in Dearborn, Mich. They are housed in a tent city. Two tons of fried chicken, a half ton of apples and 200 gallons of milk are among the items that have been ordered for box lunches for them at noon.

One stockholder couldn't make it. He's a seven-year-old boy living in Durham, N. C., and he is considerably disappointed. He sent a note of regret to the company in which he explains: "My mother says I'm not old enough

McMinnville Girl Injured in Crash

McMinnville, Ore.—(U.P.)—daughter of Mr. and Mrs. Fred L. Cramer of Culp Creek, Ore., suffered severe multiple cuts and bruises and possible leg fractures Saturday when the family automobile left the highway on a curve, rolled over at least twice and came to rest upright in a clover field near Amity.

State police said the girl was pinned under the car with the frame resting on her legs. She apparently had been thrown from the vehicle when it rolled over. Her parents suffered minor cuts and bruises.

The girl was brought to McMinnville hospital for examination and treatment. Police said the auto was demolished.

to travel that far alone."

ALL THESE people are PART OWNERS of the Ford Motor Company—one of America's two or three BIGGEST CORPORATIONS. As many more people as are willing to save up enough money to buy a few shares of stock can become part owners of the Ford Motor Company.

Isn't that MUCH better than socialism—with its accompaniment of public ownership of everything?

LET'S take a look at cotton. Cotton once stood on its own feet. Now it is heavily subsidized by government. What has happened, as a result?

Well, 25 years ago—when cotton stood on its own feet—America exported annually some seven million bales of it. Now, with American cotton subsidized, we export only two million bales of it.

HOW COME? I still remember the Mexican cotton grower who said to me several months ago: "You Americans don't USE your cotton. You just store it up in warehouses. We're now selling the cotton you USED TO SELL. We're doing FINE."

Isn't government in business wonderful?

Americans spend \$800,000,000 a year on flowers and seeds.

Dental Tradition

Says:

"Never Retire"

I have never done better work than now and I have no intention of retiring.

Dr. S. Ralph Dippel, D.M.D.

Interim Tax Group Continues Analysis Of State Sales Tax

Salem—(U.P.)—The Legislative Interim tax committee Saturday continued its section-by-section analysis of the 1955 Oregon sales tax measure with an eye to updating it for possible 1957 use.

Committeemen, headed by Sen. Rudie Wilhelm of Portland, agreed to invite League of Oregon Cities officials to express their views on a permissive one per cent sales tax for cities and counties.

Such a tax would be levied by the localities on top of the state sales tax, Sen. Wilhelm said. It would be collected by the state and turned back to local governments.

Express Doubt Committee members expressed some doubt about the wisdom of exempting Oregon insurance companies from both premium taxes and corporation excise taxes. They said a full review of taxes on domestic companies would be made by the committee.

Tax Commissioner Sam Stuart told the committee that cost of the property tax revaluation program in seven completed counties was running over original estimates. But he said the

cost was not out of line with the per cent of the job completed. One detail of the proposed sales tax gave committee members a little trouble. They first decided that water should be exempt from the tax. Then they changed their stand. They said water could be taxed—when it is frozen and sold as ice.

WEATHER By United Press Northern California: Fair on Sunday.

Azaleas

Come to GARDEN CENTER NURSERY and pick yours in bloom. These are large flowers, hardy evergreen Glendole hybrids, large plants 24" or over.

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Fits all makes, models and styles of cars

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ea.

Terry cloth seat covers in split back and solid backs, colors yellow, green, blue, cinnamon and gray. Tight fitting for year around comfort—washable, just let the kids have fun in the car. No worries about seats or expensive covers. "Terry Fits" are the answer to all seat cover problems—back and front.

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Sixth & Central Medford's Bargain Corner

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