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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.

20 YEARS AGO
May 30, 1918
Final drills for the sheriff's posse drill team before leaving for the Rose Festival in Portland held at the fairgrounds.

20 YEARS AGO
May 30, 1918
From Arthur Perry's Ye Smudge Pot column: There is a shortage of "chicken feed" for poultry in the northwest.

20 YEARS AGO
May 30, 1918
Plans are being made by the Medford Lions club to attend the Oregon district convention at Newport next week.

20 YEARS AGO
May 30, 1918
Completion of a ventilating system in the basement dining room of the Hotel Medford announced by P. G. Denson, manager.

20 YEARS AGO
May 30, 1918
The latest book issued by the Southern Pacific is their annual book "Oregon Outdoors."

20 YEARS AGO
May 30, 1918
Newly elected democratic county committee will meet in Medford Wednesday evening and elect chairman and secretary.

What's the Answer?
1. May 30 originally was generally known as Memorial Day or Decoration Day, or were the two terms used with equal frequency from the very first?

Answers: 1. Decoration Day more common originally. 2. 9. 3. Sudbury. 4. Maryland. 5. 19th amendment in effect Aug. 28, 1920. 6. Still continuing on U. S. prisoners in China and other topics. 7. Madison (just over 5').

Memorial Day

As the nation's wars recede in the nation's memory, Memorial day seems more and more to become little more than another holiday.

This appearance may, however, be deceiving. For memory is a thing of the heart and of the spirit, and is no less real when it is quiet and inward than when it is demonstrated outwardly.

In a nation which, because of the automobile, has become increasingly mobile and increasingly family-centered, the customary public observances of Memorial day tend to be de-emphasized. The parades and speeches of earlier years still survive, but fewer people seem to attend them, and more seem to find satisfaction in their own private ways of paying honor to the memory of those who have gone.

Memorial day originally was instituted as a day in honor of the dead of the War Between the States. Later, as the Spanish American war, World War I, World War II, and the Korean war came along, the scope of the day was increased to include them.

But whether the families of those who have given their lives in the nation's service choose to watch a parade and hear orations, or whether they choose to make a quiet visit to the cemetery, flowers in hand, the same purpose is served.

ARTHUR Perry, for many years a reporter and columnist on the Mail Tribune, each year made a practice of reprinting Walt Mason's lines about Memorial day. Since his death eight years ago, other members of the staff have continued that custom, for the poem is evocative of the "feeling" of Memorial day, and of the spirit and tradition in which it was established.

Here is the poem:

LITTLE GREEN TENTS
THE LITTLE GREEN TENTS, WHERE THE SOLDIERS SLEEP, AND THE SUNBEAMS PLAY AND THE WOMEN WEEP, ARE COVERED WITH FLOWERS TODAY; AND BETWEEN THE TENTS WALK THE WEARY FEW, WHO WERE YOUNG AND STALWART IN SIXTY-TWO, WHEN THEY WENT TO THE WAR AWAY.

"Other Eden"

Just about everyone in southern Oregon realizes, to a greater or lesser extent, that this area is fabulously blessed as a place in which to live.

This general impression is strongly reinforced once in awhile, though, by some experience which brings it home with an impact which is irresistible.

WE HAD such an experience earlier this week. It was a flight to Portland, a lunch stop at Salem en route home, and south of Eugene a slight detour to the east, over the low slopes of the Cascades, before dropping down into the Rogue valley.

The beauties of the flight are impossible to describe in words which begin to give a true image. The dark green of the forest below gradually fade into blues and lavenders as range upon range of hills tumble beyond each other to the horizon. Glistening streams of white and silver and blue and green wind their courses in the valleys. There is an occasional patch of green or warm brown where a homesteader runs a few cattle or raises an acre of crops in the midst of the surrounding forest.

AND THE LAKES—the lakes are dotted among the massive forested or snow-topped summits; from tiny spots of blue-green to the vast expanse of Crater lake in its magnificent caldera, shimmering with a blueness which is deeper and darker and more intense than that of the skies.

As the plane came down over the rolling, lower foothills, the floor of the valley showed up, flanked by the flat-topped Table Rocks, and the rounded slopes of the familiar mountains. The valley is green at this time of year—green and lush and beautiful. It is not, perhaps, as green as the Willamette valley, for there are the stretches of the Agate desert which mostly are unusable for agriculture.

But the valley, lying almost jewel-like amidst its mountains, is reminiscent of William Shakespeare's feeling for his own "sceptered isle," of which he said:

This other Eden, demi-paradise, This fortress built by Nature for herself Against infection and the hand of war, This happy breed of men, this little world, This precious stone set in the silver sea, Which serves it in the office of a wall Or as a moat defensive to a house, Against the envy of less happier lands...

THE BEAUTY of the scene, coupled with the overlying haze of mill smoke, leads one to wonder what are the important values of living in an "other Eden"—and whether "progress" is as important as a good and rich life close to the out-of-doors.

If "progress" were to turn the Rogue Valley into a western Pittsburgh or a northern Los Angeles, how many would think twice about remaining?—E. A.

SOC President Named To Nominating Group
Ashland—Dr. Elmo N. Stevenson, Southern Oregon college president, has received word from the executive committee of the American Association of Colleges for Teacher Education of his appointment to the nominating committee of the Pacific Northwest zone.

Congress Moves To Honor Civil War Vets on 88th Memorial Day

Washington, D. C.—As the nation observes Memorial day for the 88th time, Congress is moving to have gold medals struck to honor the four surviving veterans of the War Between the States. All over 100 years of age, they are Albert Woolson, of Duluth, Minn., last surviving veteran of the Union Army; William A. Lundy, of Laurel Hill, Fla.; John Salling, of Slant, Va.; Walter W. Williams, of Franklin, Tex., all formerly of the Army of the Confederacy. (The House voted the medals on May 21; its bill is now pending in the Senate.)

Although only one veteran of the Union Army still lives, there are 4931 surviving widows of Union veterans drawing Veterans Administration pension checks. Federal pensions are not paid to widows of Confederate veterans, but most Southern states provide them. To Honor Dead

The first formal and official observance of Memorial Day was at the National Cemetery at Arlington, Va. The day was established for the purpose of honoring the war dead by a military order to all Grand Army of the Republic posts by Gen. John A. Logan, G.A.R. commander-in-chief. The principal speaker at Arlington was James A. Garfield, then a member of the House of Representatives, later to become President of the United States.

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 initials for publication is permissible. The Mail Tribune reserves the right to edit all letters with an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Before It's Too Late

To the Editor: Now, that we have been granted a reprieve by the State Highway Commission, is the time for the citizens of Medford to awake to their responsibilities in voicing an opinion on the route of the proposed highway. It is a MUST.

A good many people think the road would not be a problem, except to those whose property or means of livelihood were in the way of the "By-Pass."

That is not true — each and every member of the community and the surrounding areas will be affected, either in personal discomfort or earnings, or both. Don't let the names used, such as "Genessee," which is only two blocks long, nor "Hillcrest," which is slightly longer, fool you. Either way would extend over many more as yet unnamed streets.

Highways are not built overnight. They take weeks and months to pass a given point, with the dirt and rock hauling and torn up pavements. Your tax money will be used to repair the damage, traffic jams, irritating delays and nerve strain, resulting in a non-access highway in the middle of town to funnel our third largest industry away from some of the most beautiful country in the world, into our neighboring states with loss of tourist money to hotels, motels, restaurants, service stations, etc.

Have you seen accidents or pictures of accidents occurring on our present highspeed highways? Can you picture a large truck-trailer breaking a wheel and plunging over the side of the road in a residential area, or on the Main Street Overpass? I can and I don't like what I see... Do you?

Wouldn't an access highway on the Westside HILL section, with roads in and out, similar to the Pasadena throughway, be more practical?

Now is the time for the citizens of Medford to voice their opinions—not after the highway is in use, for then it will be much too late...

Jess Vail, P.O. Box 387, Medford, Ore.

Battle Commemoration

To the Editor: The Coos-Curry Pioneer and Historical association will be host at a picnic and program Saturday, June 9, at Illaha, commemorating the 100th anniversary of the battle of Big Bend. This battle was fought May 27 and 28, 1856, between the U. S. soldiers under Capt. A. J. Smith and the Rogue River Indians under Chief John. The Indians were defeated and, during the summer of 1856, were taken to the Coast reservation at Siletz and Grand Ronde.

Captain Smith brought his soldiers from Ft. Lane, opposite Table Rock near the Gold Ray dam, to unite his company with the forces of Colonel Buchanan near the mouth of the Illinois river. He was saved from defeat by the arrival of Captain Augur, stationed at Ft. Orford, near Port Orford, whose men were opening a trail to Big Bend at the time Smith was attacked. The picnic and program will be a short distance up Foster creek, near the ridge where the battle was fought, about 30 miles south of Powers on the Agness road. Several speakers will be heard. There will be music. Dinner will be eaten at noon and the program will begin at 1 p.m. The Forest Service is cooperating with the association to make the program outstanding.

T. S. Easton, Program Committee Coos-Curry Pioneer and Historical Assn., Myrtle Point, Ore.

Jet Transports Near; Problems of Aviation Control Multiplying

Washington — Two years from next December, jet transport planes will be put into service on some of the transoceanic routes of American air carriers. Six months later the jets will be flying from coast to coast across this country. Around 200 of the giant craft, capable of carrying from 100 to 150 passengers at speeds of 500 to 600 miles an hour, are now on order.

The only thing that might prevent jet service on schedule in 1958 and 1959 — assuming the planes are delivered on time — is failure meanwhile to develop airport and air traffic control facilities to handle them. Deficiencies in that respect probably will not halt advent of the new service, but they might hold up early expansion of commercial jet operations.

Air Lanes Congested

Growth of flying in general already is congesting air routes and airports. Between 1946 and 1955 the fleet of scheduled domestic airlines nearly doubled to a total of around 1,200 planes and passenger-miles tripled. Miscellaneous commercial and private flying involves many more planes and accounts for 2 1/2 times as many aircraft-miles.

Control of even the portion of this traffic that uses the Civil Aeronautics Administration airways is a complicated business. Fast and slow planes have to be merged into a smooth combined operation. Controlled traffic now moves at speeds ranging from less than 100 to more than 300 miles an hour. The problem ahead is to fit into the pattern jet planes at much higher speeds. In bad weather planes must have a large block of airspace around them to prevent collisions. Under present control methods, this would have to be so extensive for craft traveling at jet speeds that a ten-minute separation would restrict traffic to an impossible extent.

More Instruments

Instrument flying on the CAA airways now is controlled by radio and a system of manual posting of position reports that has been in use for 20 years. It is said that all flying, in good as well as bad weather, will eventually have to be put under instrument control. To do so will require much more extensive employment of radar and other improved devices than now prevail.

Whether today's airports can handle jet transports is one of the questions demanding urgent attention. It is asserted by some authorities that only seven U.S. airports now have runways long enough to permit fully loaded jet transports to take off safely.

Others contend that the major airports will be able to accommodate jets for domestic, though possibly not for overseas, flights. The problem is not limited to length of runways. It extends to other airport facilities, such as counter space for checking in passengers and equipment for expeditious handling of baggage for planes that may carry nearly twice as many people as any now in service. Growth of air traffic in general is putting severe strain on such facilities. Unless they are greatly expanded, a good deal of the time saved in fast jet flights will be lost at the airports.

Five-Year Plan

The CAA last April made public a five-year plan to modernize the air traffic control system at an estimated cost of \$246 million, and an initial appropriation is on its way through Congress. Federal funds are in sight also for grants to be matched by local

Footlighters to Hold Get Acquainted Meet

A "get acquainted" meeting for all persons interested in civic theater work will be held by the Medford Footlighters at 8 p.m. Friday at the fairgrounds theater, according to Mrs. Max Wimmer, president.

A variety show with Lenore Zapell as master of ceremonies will be presented.

Announcement of tryouts for the next Footlighters play, "Late Love," by Rosemary Casey, will be made at the meeting. Mrs. Wimmer said. The play, a three act comedy soon to go into rehearsal, is scheduled for production in late June or early in July. Refreshments will be served.

Time Running Out in Congress' Attempts For Clean Vote Laws

Washington (CQ)—Time is running out on Congressional efforts to improve the antiquated laws on campaign spending and political contributions.

Three months have passed since a gas bill lobbyist's \$2,500 offer to Sen. Francis Case (R-S.D.) turned the glare of national publicity on the way money is used in American politics. There has been no action to modernize what one legislator calls "the horse-and-buggy election procedures we have in a jet age."

Interested Congressmen have not given up hope, but some are beginning to doubt whether anything can be done in time to affect this year's election. Many of the primaries, they point out, are already history; money-raising for the fall campaign has begun in earnest.

Still Confident

Sen. Thomas C. Hennings Jr. (D-Mo.), whose "clean elections" bill has been on the Senate's calendar of pending legislation since June 22, 1955, told Congressional Quarterly, "I am still confident it will be brought up soon."

Rep. Stewart L. Udall (D-Ariz.), who introduced a similar measure in the House last year, says "action will have to be taken in the next two or three weeks—four at the outside" by the Senate if there is to be any hope of subsequent House action. Disagreement over two approaches to election law reform has stymied Senate action so far. One measure is sponsored by Hennings; the other by Senate Majority Leader Lyndon B. Johnson (Texas) and Minority Leader William F. Knowland (Calif.).

The Hennings bill, product of eight days of public hearings last year, won 5-4 approval from the Senate Rules committee. It would require fuller disclosure of campaign expenditures and limit the amount of money a candidate could accept from any individual. The Republican minority objected to provisions covering political committees that operate in one state only and the extension of contribution and spending limits to primary elections and nominating conventions. They also complained the bill did nothing about the "widespread abuse" of labor union political funds.

No Showdown Vote

In view of this partisan split, the Democratic Policy Committee, according to Johnson "thought the (Hennings) bill should be considered further before being sent to the floor." Johnson told Hennings last June and again in February he would support a move to bring Hennings' bill to a vote any time the Missouri Senator wished, though he did not think it could pass in its present form. To date, Hennings has not asked for that showdown vote.

Meantime, the Johnson-Knowland bill, written in the heat of the Case incident controversy, has been waiting in the Senate Rules committee. The bill eliminated some controversial features of the Hennings proposal, notably the coverage of primaries and conventions. It added new provisions for a tax deduction on political contributions and a modification of the "equal time" radio-TV rule. It quickly attracted 85 of the 96 Senators as co-sponsors.

A Rules committee spokesman says the Johnson-Knowland bill "has not been shelved, but it poses a problem when you have a bill with 85 sponsors. Is there any point in holding hearings?" The spokesman said the Committee is "seeking guidance from the leadership" on what it wants done.

Busy Revising Bill

The leadership — Johnson's aides on the Democratic Policy committee—have been busy revising the bill the Rules committee is holding. Despite the overwhelming support given the original version, need has been found for changing and clarifying some of its provisions. The latest draft circulated by Johnson's aides has nine major changes from the original.

These changes eliminate the tax deduction feature of the original bill; boost the fine for one election law infraction from

more than one in seven of the population.

Veterans' and survivors' benefits will amount to \$4.4 billion this year, and will rise under present laws to \$6 billion next year. These estimates come from the April 22 report of the Special Presidential (Bradley) Commission on Veterans' Pensions. The commission's recommendation: War pensions should be gradually eliminated as Social Security and other pension programs are broadened to cover more and more of the population. —Editorial Research Reports.

funds for airport expansion and improvement. Airport authorities are planning to step up expenditures to a combined total of about half a billion dollars in the next four years.

Such problems of jet operation thus seem to be on the way to eventual, if not prompt, solution. Another problem that may be harder to solve is the noise nuisance for persons living or working in the vicinity of jet operations. Jets make a screaming roar at take-off that is much harder to endure than the noise made by conventional planes. However, the transports on order for this country's airlines are to be equipped with silencers or suppressors that may considerably abate that nuisance.

In the Day's News

By FRANK JENKINS
The big question: How's business in the U. S.?

WHAT prompts another question: Do you want a political answer, or a bread-and-butter answer?

IF YOU want a political answer, direct your question to the national chairman of our two great political parties.

Mr. Butler, the Democratic chairman, will tell you business in America is SHAKY and unsteady and rests on an insecure foundation. PERMANENT good business in our country, he will add, can be assured only by returning the Democrats to power.

Mr. Hall, on the other hand, will tell you flatly that business in our country is WONDERFUL and will stay wonderful as long as the Republicans are kept in office.

That's politics. It always has been that way, and it always will be that way.

IF YOU want a business answer to your question as to the present state of our economy, you must go to business men. No segment of American business is better equipped to diagnose the present state of our economic health than the men who do the BUYING for American business concerns. In the jargon of business, these men are known as purchasing agents.

The National Association of Purchasing Agents has been in session for several days. During this time it has been taking the U.S. economy apart to see how it is ticking. It sums up its analysis in these words:

"U. S. business is JOGGING ALONG at the moment—not galloping."

NOT so good?

Wait a minute. Did you ever try to ride a catlike pony 40 miles in a day? If so, you learned the lesson that you can go farther and faster by joggling a part of the time than by spurring your pony to a dead run all the way.

If you keep him on the dead run all the time you'll wear him out—maybe KILL him. In that event, you'll have to WALK the rest of the way.

SO MUCH for business. How about national security?

FOR an answer, we must go again to MEN—men who know their business.

Nevada Senator George Malone (nickname Molly) says today he favors four-fold increase in our plans for big jet bombers. He wants an air force that can strike anywhere in the world from THIS continent. He proposes 2,000 jet bombers of the B-52 class, rather than the 500 we are now planning.

The deputy commander of NATO, Britain's best-known soldier, Field Marshal Viscount Montgomery, (nickname Monty) warns this morning against planning the next war in terms of the last. At a news conference in Winnipeg, Canada, he predicts that within ten years GUIDED MISSILES will replace 70 per cent of tactical air forces.

WHOM shall we believe—Molly or Monty?

IN THIS case, I don't know. History tells us generals have often been right and politicians tragically wrong. Hannibal is an outstanding example. He was outmaneuvered by the politicians of Carthage. As a result, Carthage perished.

But—in our own Civil War, General McClellan was persistently wrong and Lincoln, the politician, (in this case the statesman) was right when eventually he had to fire McClellan.

Dr. Jouett P. Bray

is attending a Convention in Portland and will return to his office at 317 Lozier Lane

MONDAY, JUNE 4th