

MEDFORD MAIL TRIBUNE

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NATIONAL EDITORIAL ASSOCIATION. APPLICABLE MEMBERS. NEWSPAPER PUBLISHERS ASSOCIATION.

Flight o' Time. Medford and Jackson County Mail Tribune 10, 20, 30 and 40 years ago.

10 YEARS AGO. July 22, 1946. (It was Monday).

20 YEARS AGO. July 22, 1926. (It was Wednesday).

30 YEARS AGO. July 22, 1896. (It was Thursday).

40 YEARS AGO. July 22, 1916. (It was Saturday).

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

1. Interest rates on bank savings accounts in most areas have been going up or down lately or staying the same?

2. Are children of divorced parents more likely on the whole to get divorced, themselves, than other children?

3. Three U. S. Presidents were born west of the Mississippi: Truman, Hoover, and who?

4. The average tractor is expected to have a useful life of about 4, 7, 10 or 13 years?

5. Balduino Togliatti is an Italian political leader—communist, socialist, rightwing socialist, Christian Democrat or Marxist?

6. The answers: 1. Going up. 2. Yes. 3. U. S. Military Academy. 4. Right. 5. Eisenhower. 6. About 10 years. 7. Communist.

TRACTOR DRIVER. (Glen Elder, Kim—UPI)—Two-year-old Tim Porter rates as the youngest tractor operator hereabouts but not the best.

17. The youngest climbed aboard his father's machine, started the engine and put the tractor in gear. It roared across the farmyard, broke off a water hydrant, hit a truck and stopped. The boy's mother dashed up and shut off the engine.

Is The SP Ready to Quit?

If we were the board of directors of the "friendly S. P."—too bad we aren't—we would fire D. J. Russell, president of the billion dollar corporation, even though he is a highly-successful ex-Jacksonville boy.

We would fire him for one good, and we believe, sufficient reason, namely; no man should direct the destiny of an important business who no longer believes in that business.

PRESIDENT Russell doesn't believe in the railroad business—at least as far as passenger traffic is concerned. We quote:

"In 20 years Pullman travel will be a thing of the past and there will be little if any passenger business for long distances at least."

Small wonder that a railroad directed by a person holding such views should have deprived all of Southern Oregon of passenger service by rail, and defied all orders of the Public Utility Commissioner to restore it.

FOR this, according to the Russell philosophy, is just "good business." When a department in any corporation starts to lose money, don't waste time trying to improve it and make it—DROP it. That is what U. S. Steel or any other billion dollar concern would do, why shouldn't S.P.? So goes the S.P. story.

There is only one reason and the Russell school of thought refuses to consider it. That reason is—the railroad business, unlike U. S. Steel, is a PUBLIC utility. It enjoys a monopoly in southern Oregon and northern California. According to the terms of its original franchise, it agreed in return for tremendous grants of valuable public lands and this monopoly privilege to provide a continuous service to the people of the areas involved, passenger AND freight.

BUT what is a franchise between a billion dollar corporation and a hundred billion dollar government when there is no profit in it? Let the long-hairs and the egg-heads talk about the obligations of public service, the rights of the "dear people," etc., etc.—such obligations and rights end in the S.P. philosophy today as they did in the "public be damned" days of Commodore Vanderbilt, several generations ago.

FORTUNATELY, however, all railroad presidents do not share President Russell's defeatism regarding the passenger department of American railroads. The passenger departments for many years have not been profitable, the railroad freight traffic has literally "paid the freight" since the war with Spain. But such directing heads as those of the great New York Central system and the Santa Fe, believe they owe a certain obligation of service to the traveling public and they are making a determined effort to meet it, not by dropping passenger service entirely and becoming freight lines only as S.P. proposes—but by improving BOTH.

THESE two railroads have improved their service to passengers materially, provided better cars and more modern Diesels, offered special family rates and increased speeds. They have not put on more trains, but better schedules. It is doubtful they expect to make their passenger traffic pay a profit, but they are obviously doing their best to so improve the service that the losses, if any, will be so slight the large freight profits can carry them.

In the end they may fail. No one can be sure about the future. But at least THEY are not quitting. They are making a fight for it, which is more than can be said for the "friendly Southern Pacific."

AND WE HAVE a hunch they won't fail. Motor and air transportation are growing by the proverbial leaps and bounds, and this growth as the country grows will continue. But both are based very largely on the American mania for speed—and more speed! Because of increasing congestion on land as well as in the air both casualties and discomforts in these areas of transportation are on the increase also.

In far greater comfort and safety, and in a free and exclusive right-of-way, with terminals in the business sections of cities instead of miles away, the railroads, we believe, enjoy an advantage the importance and value of which will increase as time goes on. After all, there is a limit to this passion to "pass the car ahead."

In other words the people of this country as they grow more mature, will—or at least should—not care so much about how fast they can get somewhere else, as how safely, how comfortably and with how little stress and strain.

When they do arrive at this point, the "friendly S.P." may find that becoming a freight line only, putting the Almighty Dollar above good-will and public service, did not add up to such a smart business move after all!—R.W.R.

Foolish Talk

Naturally former Secretary McKay is delighted over the defeat of the high federal dam at Hells Canyon and the victory of the Idaho Power Company.

If he had his way he would follow his beloved leader, former President Hoover, and not only bar any future federal dam projects, but turn over those now in existence, like Bonneville, Grand Coulee and TVA, to the private power companies.

Well "Doug" is entitled to his opinion, and no one can censure him for celebrating this victory of the Grand Old Party and the defeat of his pet aversion, Wayne Morse, the senior senator from Oregon.

BUT THE REASONS given in the press dispatches for his jubilation, are somewhat surprising.

According to his statement from Portland this defeat was a great boon to the "power hungry northwest," for the Hells Canyon measure only AUTHOR-

Matter of Fact

By Joe and Stewart Alsop

DULLES IN A JAM

(The following dispatch by the Alsop brothers was written the day before the state department announced it has withdrawn its offer to Egypt to help finance the Aswan dam.)

Washington—The handling of the matter of the Aswan high dam in Egypt has been one of the strangest exercises in diplomacy since Secretary of State John Foster Dulles took office, which is saying a good deal.



John Foster Dulles

It is saying a good deal, Dulles and American foreign policy along with him—is in about the worst jam in his career as secretary.

Dulles is faced with a most unpleasant choice. He can reverse his previous policy, and make a firm agreement with the Egyptians to help build the dam, which is designed to avert future starvation in Egypt by irrigating desert areas. If he does so, he will be in the worst possible trouble with Congress, and especially with the powerful conservative Republican leadership, which violently opposes the dam project.

The alternative is to risk Egyptian acceptance of a Soviet offer to build the dam, which will ultimately mean Soviet domination of Egypt and the Middle East. It is not an agreeable situation for the Secretary of State. Yet it is a situation largely of his own making.

LAST December, an Egyptian delegation visited this country, and an agreement in principle was reached for an international bank loan of \$200 million for the dam project, plus initial grants of \$56 million from this country and \$14 million from Britain. In January, Eugene Black, able President of The International Bank, went to Cairo to work out the details of the deal with Egyptian boss Gamal Abdel Nasser. He found Nasser reasonable enough, and the deal seemed all set. The \$56 million was set aside from foreign aid funds for the dam project.

Thereafter, the Nasser government brought up some nit-picking points about the terms of the Anglo-American grants. Instead of answering these points, an attitude of studied indifference was adopted by Dulles and the State Department, over the strong protest of Henry Byroade, American Ambassador in Egypt.

LAST month, when Dulles testified before the Senate Appropriations Committee, he stated flatly that there was "no likelihood" of using "any United States funds" for the Aswan dam. He further promised that "no funds would be used without further reference to the Committee," which is strongly hostile to the dam project. And he

repeated a federal high dam and "past history indicates" that it "takes 7 to 10 years after authorization to get appropriations." "We can't wait that long," said Mr. McKay.

We wonder what history our former governor has been reading? Practically all of the measures authorizing multiple federal projects like Hells Canyon have had to wait upon the necessary appropriation from the House Ways & Means committee. Work could not be started without money.

But does Mr. McKay believe and expect the people of Oregon to believe the Upper Colorado project for example which will cost almost twice as much as the Hells Canyon proposal, and is just as "socialistic," but has been passed, will have to wait 7 to 10 years for the appropriation?

Our former Secretary of the Interior must be hard pressed for an argument in favor of the Idaho Power Company if he has to put relief for power to the northwest first on the list.

NOT only will it be many years before the Idaho Power Company completes its three small dams—if it ever does—but it will not produce nearly as much power as Hells Canyon, and it, in all likelihood, will furnish no power, or any real benefits to Oregon at all!

This is not our opinion but the considered official opinion of the examiner for the Federal Power Commission, whose conclusion as far as benefits to the northwest are concerned, were as follows, quote:

"The prospects as reflected in this record for the sale in the Northwest of any large amounts of power that would be available from the three (Idaho Power Company) dams at rates which would equal the cost of the power are so feeble as to be worthy of no consideration."

And later the same official examiner stated, quote:

"The High Dam (Hells Canyon) would be dollar for dollar the better investment and the more nearly ideal development of the Middle Snake."

So just where and how "power hungry" Oregon and the great northwest are to be put on Easy Street, by the victory of the Idaho Power Company and the defeat of the Hells Canyon bill is unclear, to say the least. — R. W. R.

Today and Tomorrow

By Walter Lippmann

THE RADFORD PROPOSALS

There are going on inside the government two big arguments about military policy. The one has been brought into the open through the open Symington Sub-Committee, prompted, it seems plain enough, by high but not the very highest officers of the Air Force. This argument is a about whether the money asked for by the Administration is enough to keep us ahead of the Soviet Union in the ultimate nuclear weapons. Out of this argument has come the action of Congress in voting \$800,000,000 more for the Air Force than the President asked.



Walter Lippmann

The second argument, which was brought into the open in dispatches by Mr. Anthony Leviero, turn on proposals by Admiral Radford to reduce the armed forces by about 800,000 men during the coming three years. This would mean a smaller army but one armed with more deadly modern weapons. The Radford doctrine would give up the idea of being prepared to fight large local wars, like the Korean, with "conventional" arms, that is to say without nuclear weapons.

There is a connection between the two arguments. It is that the cost of maintaining both kinds of military power would be prohibitive. It is not possible as the cost of weapons rises to keep up two military establishments—one for a world war and one for local wars, one with the big nuclear armaments and the other a powerful but conventional army, navy and air force. It would mean that both military establishments would be second rate. Insofar as the Radford proposals face up to the dilemma, they will have a sympathetic hearing.

FOR the general public the most serious question is raised by those who make the following argument. Now that the U.S.S.R. and the U.S.A. have reached a stalemate in nuclear weapons, neither will dare to use them. This will mean that military aggression with conventional weapons—like that of the North Koreans—can be undertaken without fear of nuclear penalties. It is necessary, therefore, to be ready to resist conventional aggression with a conventional army, navy and the air force.

Without saying that it is theoretically impossible, it seems to me most unlikely that a war as big as the Korean war, which concerned the U.S.S.R. and the U.S.A., could ever be fought again without the use of nuclear weapons. The chances would be very great that small atomic bombs would be followed by bigger bombs and these by still bigger ones. The chances of general war would be so great that a local war on the Korean scale would be an incalculable military risk. It is not absolutely certain but it is very probable that for the visible future wars of this type will be absorbed into the over-all nuclear stalemate. This calculation should not prove to be an imprudent risk.

THE assumption which lies at the root of the argument is that the alternative to general nuclear war is local conventional war. I wonder, it seems to me that the real alternative is first, guerrilla warfare and second, political infiltration and maneuver. Against neither of these kinds of warfare are the conventional American military forces prepared to be effective.

What fighting there is in the world today is in Algeria and in Cyprus and in Palestine. Such guerrilla warfare can be a effective kind of warfare in a sense that it wins concessions. But it is not the kind of warfare for which American military power, nuclear or conventional, is prepared or even designed.

It follows, I believe, that if ever our vital interests are involved in an outbreak of local violence and disorder, for example in the Middle East, we shall not again do what we did in Korea. We shall not engage ourselves in a big land war on the other side of the world. We shall remember that we are a sea and an air power, and we shall tailor the shape of our intervention to the character of our military forces.

WE are vulnerable in Germany, in Japan, in Vietnam, in Korea and in Formosa, not to military aggression but to political infiltration and maneuver. Red China is working to make a deal with the Chinese in Formosa, and who can be at all confident that they will not succeed, if not now behind Chiang's back then later on when Chiang goes? The same kind of thing is under way behind Dr. Syngman Rhee's back in South Korea and behind Diem's in South Vietnam. In Germany negotiations with the East are not very far off, and once Dr. Adenauer retires, they are certain to take place.

POTLUCK

(By M-T Staff and Contributors)

The mother-in-law of a man we know is sometimes difficult to convince that things have changed.

In correspondence involving her possible visit to Medford from her midwestern home she was told that the Southern Pacific no longer runs passenger trains through Medford.

She just plain refused to believe it, and wrote her son-in-law in a chiding manner. "What you undoubtedly mean," she said, "is that the train doesn't stop in Medford any more. If you just check with the agent, I'm sure you'll find I'm right."

Somebody overheard somebody else remark about last week's warm weather as follows: "Well, it puts sugar in the pears."

The laws and regulations covering the sale and consumption of alcoholic beverages in Oregon are designed for maximum sobriety, tempered by the public's right to purchase and down the stuff. This uneasy compromise sometimes results in odd situations.

At a rural Jackson county store, for instance, beer is sold. But it cannot be opened or consumed on the premises.

The solution to this dilemma is a post located just at the edge of the property. On the OUTSIDE of the post is a bottle opener, and a sack for empty bottles.

So members of a visiting group we know about stopped there last week, bought their beer, opened the edge of the property, nudged the bottles, crossed the road into some shade, consumed the beer, dropped the bottles in the sack, and went on their way.

In last Sunday's society section a story about a wedding recorded the costume of the bride, and said she was wearing a cap "encircled with pearls." This, obviously, was an error, and what she really wore was pearls.

We were chided for this by a neighboring daily paper, which is perfectly all right, always remembering the advice: "He who is without sin..."

The Medford Kiwanis club has a small novelty band, of which it is inordinately proud. The band, as yet, has no name, and at the club picnic Friday night suggestions for a name were taken, and applause was recorded for each suggestion. A name may be selected by the next meeting, but we like one suggestion especially: "Five Crackers and a Crumb."

A possible difficulty is the determination as to which is the crumb.

fact rescues and to capture animals which are endangering public safety. We need an agency with a truck, a rope, and a ladder, as well as boarding cages. These things the Humane society could not supply with its available resources. It seems to me that it is now time for Jackson county to extend the function and increase the budget of its Dog Control Board so that all members of its dumb population can be controlled and protected for the general benefit.

Helen E. Webster, 940 Whitman St., Medford, Ore.

SP's Crossings

To the Editor: Some time ago the Southern Pacific railway, after a long and painstaking effort on their part through furnishing unsatisfactory service with delapidated equipment to discourage passenger service, finally gave notice that they were discontinuing passenger service to Medford. They claimed that this was due to financial losses because of lack of passengers. How they could expect passengers to ride the trains they provided is beyond comprehension. However, no mention was made of the enormous profits they were deriving from the freight haul on this road.

As a result of their action the population in the vicinity of Medford was forced to provide their own transportation. This was principally provided by automobiles. But, not satisfied with the roadblock they threw in our way when they discontinued rail service, they force us to drive our automobiles over the delapidated crossings on our main streets. I have driven in many cities in Oregon and throughout the United States, but in no case have I ever in an incorporated town observed crossings in a worse condition than the one on Main street. In fact the same holds true in practically all crossings in the city.

What I would like to ask is, would it be expecting too much to ask the City Administration to require the Southern Pacific to spend a small portion of their profits from the freight traffic in keeping these crossings in a usable condition so we may on our tires and make our transportation last us a little longer? A. J. Curry, 906 West Main St., Medford, Ore.