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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
Aug. 9, 1946
(Bartlett picking of this year's crop started yesterday and today and will be in full swing by Monday.)

From Arthur Perry's Ye Smudge Pot column: The wild garlic weed is now over-running the Willamette valley. A survey shows if cut before supper, there will be company that evening.

20 YEARS AGO
Aug. 9, 1936
(Three possible candidates for mayor of Ashland mentioned as the last day for filing Sept. 19, grows near.)

Spanish War Veterans and families from Jackson county hold annual picnic in the Root picnic grounds of the Ashland park Sunday.

30 YEARS AGO
Aug. 9, 1926
(Large crowd greets William H. Gore of Medford, guest of honor in Josephine county last night.)

Pear shippers and growers of the Rogue river valley are losing about \$1,400 per day each day new freight rates on pears remain effective.

40 YEARS AGO
Aug. 9, 1916
(Articles of incorporation for Applegate Lumber company, capitalized at \$25,000, forwarded by C. J. Semon, J. T. Sullivan and C. L. Schieffelin to the secretary of state.)

Association shippers begin generally on Monday the packing of Bartlett pears.

What's the Answer?
Can You Get 4 of the 7?
Copr. 1955, Editorial Research Report

- 1. Auto production so far this year has been relatively high or low or about average?
2. Of all Americans who work for a living considerably more or fewer than half, or about half, are in labor unions?
3. The 18th amendment to U. S. Constitution provided for prohibition. It was or wasn't repealed by the 19th?
4. The U. S. "Hurricane Season" is supposed to be late summer, mid-autumn, early winter or late spring?
5. The Great Barrier Reef lies off New Zealand, southern tip of South America, Nantucket Island, Australia, Florida, or Antarctic mountains?
6. Which make car of 25 years ago had a model called the Beacat?
7. The "Garrison" of a "Garrison Finish" was a track star, pugilist, football coach, jockey, baseball pinch hitter or traveling salesman?
The answers: 1. Relatively high, even though below last year. 2. Considerably fewer than half. 3. 19th amendment was on woman suffrage. Repeal amendment was 21st. 4. Late summer. 5. Off Australia. 6. The Stutz. 7. Jockey.

Is Speed Everything?

If President Russell of the Southern Pacific realizes his dream of a railroad system in this country, entirely devoted to the profitable business of freight, he will of course have to change his company's advertising. Perhaps those attractive bill-boards showing a smiling and contented passenger reclining in a well-upholstered seat, have already been withdrawn.

TOO bad if they have. For they represented an important truth about rail-transportation and one of its outstanding advantages over any other medium of travel.—namely on a train one can RELAX. This is true especially after a good night's sleep, enjoying the morning paper, after an appetizing breakfast, and still relaxed and at peace with the world, strolling back to the observation or dome car and enjoying the scenery. That is not rapid transit, but it IS what being shot out of a cannon ISN'T—pleasant and profitable and safe!

THE present writer has taken several plane trips, and close friends have taken many more and longer ones, but we know during them we never relaxed, and never enjoyed the scenery, chiefly because there was none—only clouds and a sketchy relief map many thousands of feet below. We are quite certain our friends didn't either, but they might not admit it.

IF speed,—and more speed,—is the only objective then it must be granted the only way to travel is to fly.

But it isn't. As we see it, that is the one and only advantage of air travel, and it is hard to believe that the present mania for speed—and more speed,—is going to endure forever, or the love of leisurely travel—train or ship travel—is going to disappear entirely and the popular demand for such enjoyable and beneficial transportation vanish with it, because the Big Boys want it.

AND after all, unless this country is going to be handed over to the Big Business interests entirely and worship of the Almighty Dollar become our accepted and only national religion, then popular demand is something that will at least have to be reckoned with eventually whether the Billion dollar boys in this bountiful era of "peace, prosperity and plattitudes," think so, or don't.

OF course in some cases speed is the essence. In case of emergency for example, with life and death involved, or even when an important business deal hinges upon being at a certain place—where one isn't,—at a certain time.

But relatively speaking these cases are few and far between.

And as indicated, to the average citizen there is more to travel than merely getting from one place to another in the shortest possible time. There is the pleasure and profit in getting there. Not money profit of course. But the educational, physical and mental profits involved. And no one who has travelled much will deny they are considerable.

"JOIN the Navy and see the world" is a well-known slogan.

Well why not join the effort to preserve train travel in this country, and SEE the country instead of flying blindly over it or taking your life in your hands on a "hell bent" freeway?

Not that anyone in his right mind expects air travel to decrease, or denies that the passenger problem for the railroads is a real one.

But the point we make—and have made so many times before—is that instead of following the example of President Russell of the S.P. and abandoning all passenger service because it doesn't pay, per se, why not first try to make it pay by modernizing and improving it?

FORTUNATELY many of the smaller railroad Presidents, are not surrendering without at least putting up a fight in this direction.

Take the Baltimore and Ohio for example. We are indebted to a subscriber who has sent us a page from Business Week of August 4th from which the following is an extract:

"The economics of the lightweights were graphically demonstrated when a B&O train of three self-propelled diesel cars—not even true lightweight cars—made a Washington-to-Chicago run on Memorial Day week end in 1955. The train carried 214 excursion passengers—80 per cent of capacity. The round trip fare was only \$21.50, less than half the normal round trip coach fare. The revenue per passenger mile was only 1.4 cents. Yet when results were analyzed, B&O discovered the revenues amounted to \$2.95 per train mile against out-of-pocket operating costs of \$1.23 per mile. This left a margin of \$1.72 net operating revenue per train mile or 60 per cent of total revenues."

The Santa Fe is experimenting similarly with a "high level" passenger train similarly designed to give passenger service at greater speed and less cost.

BUT what is the SP doing along similar lines? The answer is "NOTHING."

Instead, it is looking 20 years into the future not with any intention of improving or reducing the overhead of its passenger service but with the frank admission that it hopes to drop it throughout its system as it has here in southern Oregon, and expects all the railroads of the country to follow suit, thus achieving the railroad executives' ambition—a national railroad system devoted exclusively to highly profitable freight.

THERE ought to be a law passed to prevent this." We appreciate that is a rather trite and discredited expression of political frustration but in this particular case we mean it! There SHOULD be!—R.W.R.

Demo Convention Plans Evoke Memories of 1932 for Wilson

By LYLE C. WILSON
Democratic Convention Headquarters, Chicago—(U.P.)—It's the same city. But the time, the place and the faces have changed since the Democrats met here in 1932 to begin that long end run to the White House.

The clock and calendar make that 24 years plus, the Democrats having met in the early summer that year. Al Smith is dead along with William G. McAdoo, Jimmy Walker and

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.

Night Ball Lights?

To the Editor: Why is it that a city the size of Medford is so lacking in the way of a summer recreational program for all ages? Their budget for parks is upward of \$35,000 for the year to keep them looking good, but the people cannot utilize beauty for their taxes.

The main reason that I am writing is to find out why they can't spend some of their budget for lights on the ball diamond at Hawthorne Park? The price for lights would be very small compared to their budget, and many more people would be able to do something additional during the summer months.

This year the Jackson County Softball association had to play their teams (eight of which are from Medford) at dusk, as they could not afford to pay for the lighting of the Medford High school football field, that is inadequate as a softball field anyhow.

There are ten teams involved this year which would account for approximately 120 involved persons in this one sport. Multiply the 120 times the national average of 3.5 persons per family and you would have over a thousand indirectly involved people or nearly 1/20 of the total population of the city. This would not include the attendance that would come to the ball games. It would also give new interest to the city's program of summer recreation.

So why doesn't the city council look into the possibilities of more diversified summer recreational program so the people paying may benefit more from their taxes?

B. J. Christianson
Box 96, Jacksonville, Ore.
(Sponsor of a ball team.)

In the Day's News

By FRANK JENKINS

Back in the edge of Syracuse, New York, the other day, a motorist was doing a few miles above the limit in a speed zone when a traffic cop overhauled him and gave him a ticket.

Up to that point, it was a routine incident. From there on it departed radically from the normal pattern. The motorist paid his fine. Then he sat down and wrote a letter to the New York traffic bureau in which he said:

"I want to compliment your officer. He acted in a most courteous manner. He approached me like a gentleman and talked to me in the same manner. Remembering his courtesy, I shall watch my driving more carefully hereafter."

THAT is to say: Two gentlemen came together and as a result the incident ended amiably, with everybody feeling happy about it.

Wouldn't it be wonderful if we could conduct our international dealing on the same basis?

THAT reminds me of an incident related recently by a friend.

He was getting into his car to go back to work after lunch when another car drove up alongside and the driver said: "Could you direct me to California street? I'm lost."

The friend who was telling the story grinned and said to the stranger: "That is clear on the other side of town and I'm afraid you'd get worse lost if I tried to direct you. Just follow me and I'll lead you there."

When the car got to the desired street, the visitor thanked him warmly. "I travel around quite a lot," he said, "and this is just about the nicest thing that ever happened to me. This must be a splendid town to live in."

Oklahoma's Alfalfa Bill Murray. Newton D. Baker is gone. Boss Crump of Memphis, Ed Flynn, New Jersey's Frank Hague. They all were part of the disorganized opposition which tried... back there in 1932... to block the nomination of the youngish Franklin D. Roosevelt for president of the United States. FDR is dead, too, and the Democratic party's elder statesman is a natty little man from Independence, Mo., whose name Mr. Roosevelt probably never had heard until long after he was settled in the White House. A Big Celebration

That 1932 Democratic convention was a combination of a July Fourth and a hillbilly wedding, with parades and frolics and some sharp shooting feuds added to that. And the key man in all of that ruckus, the one who yanked the lanyard for the Roosevelt victory salute isn't dead and gone at all, he's just forgotten.

That man is John Nance Garner. Old timers will remember that Garner was speaker then and Mr. Sam—that's Rayburn—

was his protege and pupil. Garner was a candidate for presidential nomination in his own right. Locked up for him was a corral of delegates including the California and Texas spreads. And there it stood 24 years ago, with a lot of favorite sons controlling nearly half the convention delegates and the FDR team stymied from gaining the two-thirds majority which convention rules held then was necessary to nominate. The convention sat all night bucking against that situation until Mr. Sam—he was just Sam Rayburn then—got the word from Speaker Garner to release his votes to FDR.

That did it, and FDR was nominated on the next ballot, the minor favorites breaking arms and legs and resolutions to get on the speeding band wagon.

These assembled Democrats would be shocked, as by a bolt of lightning, if they knew today for whom Mr. Garner doubtless will vote on election day next November. Perhaps you can guess. He warned his Texas visitors that they must not repeat his choice.

THAT he cannot get away with kicking the Western powers in the teeth. This is a legitimate and vital aim, moreover, for the very good reason that all the critically important Western interests throughout the Middle East will be hopelessly jeopardized if Nasser is not taught a sharp lesson.

BUT precisely for these reasons, the odds are heavy that Nasser will not accept this scheme for internationalization of the Canal which is really a severe form of taking him down several pegs. If he does not accept, in turn, the Western powers will have only two choices. Either they can crow themselves. Or they can take forceful measures to persuade Nasser to comply with their wishes. This is why the British are hurrying land and naval forces to the Mediterranean, and why Sir Anthony Eden informed Secretary Dulles that he would use force against Nasser if worst came to worst.

Since returning to Washington, Secretary Dulles has said that he was shocked and astonished by the extreme hardness of the British and French attitudes. It is odd that he should have been, for it has been clear from the outset that for Britain particularly, this test of will and power with Nasser is quite genuinely a life and death matter. It is also a life and death matter for Sir Anthony Eden's government, which will surely suffer a mortal loss of political support in Britain if Nasser triumphs in the end.

In these circumstances, there appears to be very little basis for the hopes expressed by Secretary Dulles in his television report on his London journey. Furthermore, if Britain and France finally decide not to act against Nasser, there are always the Israelis. A resounding triumph for Nasser is all too likely to spur Israel to a preventive showdown with her Arab neighbors. Altogether, the outlook is not pretty.

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Employment Higher In Mountain States

San Francisco—(U.P.)—The U.S. Department of Labor reported today that wage and salary employment in the eight Mountain states advanced by 35,000 from mid-May to mid-June.

The total by mid-June was 1,592,000 in the states of Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming, the department's regional bureau of labor statistics said.

Part of the increase in employment was due to the influx of vacationers at summer resort areas which made necessary increased hiring.

Traditional summer gains were shared by contract construction, food processing and lumber operations.

Today and Tomorrow

By Walter Lippmann

OUR CASE AT SUEZ
The London Parley about Suez, in which Secretary Dulles took a leading part last week, was only a beginning. Before the Western powers can act fairly or effectively to assert their rights, it is essential that they define precisely and publicly what they claim are their rights, and in what way their rights are being violated. For they can never win support at home or abroad for coercive measures unless their case is impeccable and their reasons indisputable.

The London parley, with Mr. Dulles' televised speech interpreting it, have, if I am understanding correctly, defined the issue in this way. The right of Egypt to buy out the shareholders and then to nationalize the Suez Canal Company is not denied. What is asserted is that by the international treaty of 1888 the Canal is an international waterway open in peace and in war on equal terms to the ships of all nations. This is the law which must be observed by the operator of the Canal, be it the old Suez Canal Company, the Egyptian government, or a new international authority.

President Nasser has in fact promised to observe the law of the Canal, to compensate the owners of the company's shares and to operate the Canal as a free and open waterway. The issue between President Nasser and the three Western powers turns on the fact that they do not believe they can rely on him to resist the temptation to discriminate, as he has already done in the case of Israeli ships. They believe that their rights under the treaty of 1888 will not be safe if President Nasser is in complete and sole administrative control of the operation of the Canal.

WHEN the Foreign Ministers met in London last week they were in a position where, though they believed their rights were going to be violated, their rights had not in fact been violated. Moreover, convinced though they were that sooner or later Nasser would violate their rights, they could not argue that there was imminent danger of irreparable damage that had to be forestalled by immediate action.

There did not exist, therefore, a legal or a moral basis for intervention. There can be little doubt that if intervention—in the form of economic sanctions or military action—had been agreed upon in London, it would have aroused very wide sympathy and support for Egypt, and serious popular opposition in Great Britain, France, and the United States. In the times we now live in it is impossible to resort to war, or to measures just short of war, on the claims that you believe that you are going to be hurt. Mr. Dulles was surely right in saying that intervention at this stage in the development of the Suez problem would be a violation of the United Nations charter.

The London parley was therefore right in principle when, putting aside coercive intervention on an emergency basis, it chose to internationalize the problem. The Canal is subject to an international treaty, and it is the vital interest of many nations, not merely Britain, France and the United States, but also the Soviet Union and India, for example, that this treaty be upheld and maintained. The Western powers can defend their own interests only as they convince the other nations that they are not acting for special interests and asking for special rights.

THE London parley decided to call an international conference, chose the place where it

was to be held, the date, and the governments to be invited. It might have been wiser to propose the conference, and then to consult with Moscow, Cairo, and New Delhi about the place, the date, and the list to be invited. For what the three Western powers hope to achieve at the conference is a most difficult and complicated thing, and it can be achieved, if at all, only with the active collaboration of the other powers.

What they hope to achieve is an agreement by Egypt that the old Suez Canal Company be replaced as the operating agent by an international authority—in principle something like that which has been set up in Western Europe for coal and steel. This would be a brilliant solution of a thorny problem and, far from impairing the international prestige of Egypt, would greatly enhance it. It would be such a desirable solution that no effort should be spared to persuade President Nasser and his friends of its advantage.

BUT in the present climate of opinion, when the winds of Mr. Dulles in his speech said he nationalism are so high, we dare not expect a quick agreement had been asked "what will we do if the conference fails," and that his answer is that he is assuming that the conference will succeed.

He could also, so it seems to me, see to it that the conference cannot fail, that it is not the kind of meeting which adjourns, having voted yes or no to our Western propositions. He should ask the conference to consider itself a continuing body concerned with the modernization of the old treaty of 1888. As such, it would be an influence for the observance of the treaty, and in case of a violation, it would be to the conference that the complaints could be carried.

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Negro Democrat Sees Floor Fight on Anti-Segregation

Chicago—(U.P.)—Rep. Charles C. Diggs (D-Mich.) said today liberal Democrats may make a convention floor fight if necessary for a platform specifically endorsing the Supreme Court's anti-segregation decision.

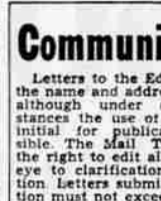
Diggs, Negro congressman from Detroit and a member of the platform committee, said he is prepared to "fight all the way" for a strong civil rights plank. Diggs has endorsed Gov. Averell Harriman for the nomination.

He said he would not "pre-judge" the action of the carefully chosen 15-member drafting subcommittee. But he said a minority report is already being considered if the platform committee declaration does not include outright endorsement of the integration decision.

Brusing Floor Fight
If this happens, it would clear the deck for a bruising floor fight on the explosive civil rights issue which already has southern Democrats' edgy. They bitterly oppose specific mention of the Supreme Court.

Diggs raised the prospects of a convention fight after southern unrest, sparked by Adlai E. Stevenson's call for a strong civil rights plank, had been somewhat soothed.

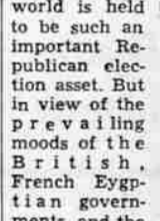
The southerners are staking their hopes that the platform writing group will be able to come up with compromise civil rights language acceptable to both sides. Five of their contingency are members of the drafting group.



Lyle C. Wilson



Stewart Alsop



Joseph Alsop



Walter Lippmann



Frank Morgan



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