

MEDFORD MAIL TRIBUNE

Published Daily Except Saturday by MEDFORD PRINTING CO. 27-29 North 21st St. Phone 2-4141

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Entered as second class matter at Medford, Oregon, under Act of March 3, 1879.

Subscription Rates: Daily and Sunday—One year \$13.00; Daily and Sunday—Six months \$7.00; Daily and Sunday—Three months \$4.25; Sunday Only—One year \$4.25.

Advertising Representative: WEST-HOLIDAY COMPANY, INC. Offices in New York, Chicago, Detroit, San Francisco, Los Angeles, Seattle, Portland, St. Louis, Atlanta, Vancouver, B.C.

MEMBER OF AUDIT BUREAU OF CIRCULATION; MEMBER OF NATIONAL EDITORIAL ASSOCIATION; MEMBER OF OREGON NEWSPAPER PUBLISHERS ASSOCIATION.

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: Sept. 12, 1946. (It was Thursday). Realizing that a daily paper must be delivered quickly and properly after its production in order to be of real value to the subscriber, Charles DeCarlow has become the fastest paper folder among Tribune carriers.

20 YEARS AGO: Sept. 12, 1936. (It was Saturday). Arrangements for the Elks' barbecue picnic and ring show, to be held at the Elks' picnic grounds Thursday evening, Sept. 17, are complete, according to Walter W. Abbey, general manager.

30 YEARS AGO: Sept. 12, 1926. (It was Sunday). During the next few days Miss Violet Whitney will demonstrate Maytime beauty preparations at Mann's Department store, according to J. C. Mann.

40 YEARS AGO: Sept. 12, 1916. (It was Tuesday). The final spelling contest for Jackson county public schools will be held in Medford, Sept. 14.

50 YEARS AGO: Sept. 12, 1906. (It was Wednesday). The Taylor Creek Mining company of which J. D. Heard is general manager, is busily engaged in fitting up their hydraulic mine on Taylor creek.

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

1. Vice President Nixon served in the Army, Navy or Marine Corps during the war, or wasn't in uniform at all? 2. Chairman of the five-nation committee treating with Nasser of Egypt on the Suez Canal is an American, Australian, Canadian, Indian or Russian? 3. A 1957 model is or isn't planned for the Packard car? 4. For the Eisenhower-Nixon ticket to lose California this year would require a big or only a small shift from the 1952 vote in that state? 5. Babe Ruth in making his record of 60 home runs in 127 knocked out (a) 7, (b) 12, (c) 17, (d) 22 or (e) 27 in September? 6. The former nation of Serbia is now part of Austria, Hungary, Yugoslavia, Czechoslovakia, Poland or the Soviet Union? 7. The thyroid gland is in the skull, neck, region above the kidney, small intestines or rectal area? The answers: 1. Served in the Navy. 2. Australian (Menzies). 3. Is. 4. Big shift. 5. 17. 6. Yugoslavia. 7. Neck.

Good News

Probably every permanent resident of Jackson county has seen Crater Lake at least once. If they haven't, they should.

For the lake, entirely aside from its qualities of beauty and grandeur, is a solid economic asset to this area. It is Oregon's greatest single tourist attraction, and attracts thousands of visitors from all over the world—who, while here, drop quite a few of those lovely dollars into the coffers of our merchants and innkeepers, where they enter into the bloodstream of the local economy.

THERE have been two news items concerning Crater lake recently, one good, the other not so good. The "good" item came yesterday, with the department of the interior's announcement of just what "Mission 66" will mean to Crater Lake National park.

Nearly \$5 3/4 million will be spent in the next few years to improve the facilities of the park.

Roads and trails will be improved. New buildings will be built. Staff will be increased. Campgrounds will be built, old ones expanded, services and utilities improved. Exhibits will be created.

NOT only will these improvements better serve the 340,000 or more visitors who make the trip to the park each year, but they will make the entire area more serviceable and attractive to the many more people who can be expected in future years.

Make no mistake—Crater lake ranks as one of the four or five major scenic attractions in the United States, right up with Yosemite valley, Yellowstone, the Grand Canyon, and one or two others. As leisure time increases for the American people, as higher incomes permit more extended travel, Crater Lake National park will attract more and more of them.

It is good to know that they will be more adequately served than they have been in the past.—E.A.

And Not So Good

The not-so-good-news is really a lack of news—the fact that there has been no positive response from the state highway commission to requests for action in improving the Crater Lake highway between Trail and Cascade Gorge.

The need for improvement is more than obvious to anyone who has traveled the stretch of road, which twists and winds tortuously, which is too narrow, and which has dangerous slopes, curves and drop-offs.

THE commission has had its attention called repeatedly to the serious need for improvement.

As far back as 1948 (and earlier), appeals have been made for action on the highway. They haven't exactly been ignored, but little has been done. The "little" which has been done consists only of a realignment survey, and improvement of a dangerous curve.

In 1948, the Chambers of Commerce of Jackson and Josephine counties, backed by the two county courts and the cities of Grants Pass, Medford, Ashland, Rogue River, Jacksonville, Kerby and Central Point, presented a four-point highway priority program for southern Oregon to the legislative highway interim committee. No. 2 of the four points was the Crater Lake highway.

THE No. 1 point has been almost entirely fulfilled, and what hasn't been, will be soon. It was for a four-lane highway between Ashland and Central Point (completed); improvement of the approach to the Caveman bridge in Grants Pass (accomplished—though not to the satisfaction of everyone), and the improvement of Highway 99 from Central Point to the Jackson-Josephine county line (partly done with the new Blackwell hill section to Rock Point bridge, and scheduled for completion in another year or so.)

The third and fourth points sought a new route to Klamath Falls (now under consideration with little promise of action soon), and the creation of a good commercial route between Medford and Grants Pass through the Applegate valley (which has been nibbled at, but not completed).

UNDER the new federal highway program, we can expect completion of Highway 99 improvement in southern Oregon within a few years.

But we still have no assurance that the Crater Lake highway is anywhere near the top of the state's priority list. It should be. Not only is Highway 62 a major tourist route, but it is a major commercial route as far as the park-Diamond lake junction, with millions of board feet of timber and lumber coming over it each year. Fees paid by log and lumber haulers to the Public Utilities commission in recent years have been, residents claim, enough to "gold plate" the route.

Traffic at the west entrance of the park has averaged some 35,000 automobiles each year since the end of the war. The high year was 1949, with 38,277 cars, the low year 1946, right after the end of the war, with some 21,000. In 1954 it was nearly 38,000, in 1955 more than 33,000.

THE highway commission is under pressure for new roads, highways, bridges and improvements from all sections of the state. With only so much money to spend in any one year, it must make decisions which are unpopular, and must do its best to treat all sections fairly.

But it is our contention that the Crater Lake highway improvement project can be supported near the top of the list on its merits.

It is vital for the thousands of tourists who use it each year, and the many more on the way. It is vital for the economy of the county, so much of which is based on timber. And it is a "must" if we are to avoid more and more accidents of the type which have killed a number of travelers along the crooked, narrow stretch in recent years.—E.A.

Neuberger Gives View To Why McKay Could Carry State of Texas

By Sen. Richard Neuberger, Portland—(Special)—

"Why right now, I believe I'd get more votes in Texas than in Oregon," Douglas McKay told Joseph Alsop, the famous nationally-syndicated columnist who has been reporting from the Northwest on the election campaign in the key states of Oregon and Washington.

"Down in Texas, they like states' rights. But these people up here are still yakety-yakking about the so-called yacking of the so-called tidelands. Hell, I was for state's rights before I'm for them still."

"May Be Justified" Candidate McKay's wistful remark about Texas may be justified. In May of 1954, an article in Fortune Magazine reported "There have been only two \$100-a-plate Republican dinners in Texas history, and one was in Joe's (McCarthy's) honor. The other was for Secretary of the Interior Douglas McKay."

And when he announced his candidacy, Petroleum Week, the magazine of the oil industry, opened its editorial on March 30, 1956, with the lament: "When Douglas McKay leaves his post as Secretary of the Interior in order to campaign for a Senate seat, the oil industry will lose one of its strongest supporters in the Administration."

McKay should not be surprised if people in Oregon still remember the battle to save the nation's off-shore oil resources, which could have served as this source of financial aid to the

educational systems of all 48 states. Led Fight McKay and Republican Senator Cordon led the fight to turn over these resources to Texas and only three other states. Their efforts cost Oregon schools millions of dollars, which now have to be made up in local taxes if Oregon school children are to continue to have the high educational opportunities and standards of which we are proud.

(Incidentally, it was in this fight to save the off-shore oil from McKay's give-away that Wayne Morse made his historic 22 1/2-hour speech for which he is so often attacked by Oregon's old-guard Republicans. Morse was battling for the interests of Oregon, while McKay represented the "states' rights" of Texas.)

From Newport, many letters signed with a particular name had been appearing in the Oregon papers, especially the Journal, in bitterly critical vein of Senator Morse and myself. The letters accused us of all possible high crimes and misdemeanors. One such published letter was so intemperate and inaccurate that I wrote the man in Newport to ask where he had heard these distortions. My own letter was returned, marked "addressee unknown." Upon inquiring of the Postmaster at Newport, I learned no person of the name of the frequent letter-writer was known in Lincoln County. Yet "he" apparently had sent many communications to the press attacking Oregon's two Senators! Now, we wonder how common is this iniquitous practice.

Closed Meetings Held One-Third of Time By Congress Groups

Washington—(CQ)—Congress barred the public from 1,131 of its 3,121 committee meetings in 1956, or more than one-third of them.

And in many cases, committee chairmen did not follow the custom of reporting closed meetings after they had been held.

Congressional Quarterly kept day to day records of committee meetings and found that 36 per cent of them were closed in 1956. This compares with 36 per cent in 1955, 41 per cent in 1954 and 35 per cent in 1953.

No major committee — one meeting 10 or more times — opened all its meetings to the public. Eleven committees met at least half the time behind closed doors. The eleven and their percentages of closed meetings: Percentages Given

Senate Rules and Administration, 100 per cent; House Administration, 70 per cent; Joint Atomic Energy, 64 per cent; House Ways and Means, 63 per cent; Senate Foreign Relations, 63 per cent; House Public Works, 57 per cent; House Foreign Affairs, 56 per cent; Senate Special Committee to Investigate Political Activities, 55 per cent; Senate Armed Services, 54 per cent; Senate Finance, 52 per cent; House Education and Labor, 50 per cent.

Spokesmen for several of those committees listed such things as national security, government efficiency and preserving the private rights of witnesses as reasons for closing meetings.

Many of the meetings closed to the public in 1956 were on seemingly non-controversial matters. For example, the House Education and Labor committee went behind closed doors at times to discuss legislation to establish an arts committee and to authorize a medal for distinguished civilian achievement.

House More 'Open' House groups generally displayed more of an "open door" policy than Senate or Joint committees in 1956. House committees closed 34 per cent of their meetings, 373 out of 1,086; Senate committees 37 per cent, 481 out of 1,303; and Joint committees 58 per cent, 77 out of 132.

Congressional Quarterly, in an analysis of meetings held from April 16 through adjournment on July 27, got verification from House committee staff personnel that at least 59 meetings were held but not reported. Senate committees held at least eight closed meetings without reporting them, the study disclosed, and the Joint Atomic Energy, one, during that period.

In addition, a Senate Judiciary Internal Security subcommittee spokesman said the subcommittee held 55 executive sessions during the whole year without reporting them. The spokesman said it was against "committee policy" to report all closed meetings.

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Elmer Deetz Says He Will Campaign For Douglas McKay

By UNITED PRESS Candidates in neighboring Washington state got a day of rest yesterday while voters weeded them out but in Oregon the hot pace of campaigning hardly took time out for a look across the Columbia to see how things were going.

Canby Dairyman Elmer Deetz, a defeated candidate for the Republican nomination as U.S. Senator, announced that he will actively campaign for the election of Douglas McKay in his bid to unseat Sen. Wayne L. Morse.

Deetz said that until this week his time had been completely taken up caring for his dairy farm, but that he now feels he can devote several weeks to campaigning among farmers in the state in McKay's behalf.

McKay Campaign McKay carried his campaign to the small community of Welches on the Mt. Hood Loop highway last night and issued a reply to Sen. Morse's challenge of the previous night to debate Morse's record on Communist China.

"No debate is needed on Communist China," McKay said. "My record of opposition to United States' recognition of Red China or its entry into the United Nations is clear and unequivocal. And Morse in Oregon is not going to be permitted to change the record of Morse in Washington."

Morse told an audience in Corvallis last night the Democratic victory in the Maine election Monday was symbolic of how people throughout the nation feel.

He said the decision of the voters was "a result of pinching of the economic shoe in the New England states."

Eagle Point Lions Plan Merril Visit

Eagle Point—The Eagle Point Lions club will visit the Merril Lions club on the next meeting night Monday, Sept. 17, officials of the organization have announced.

Five members have already indicated they will make the trip and other members desiring to go have been asked to notify Fred Bruegger or Stewart Hopper as soon as possible.

Errol Freshman will report on his trip to Boys' State at the Monday, Oct. 1, meeting of the group.

At the last meeting Monday, Sept. 3, it was decided that the group will hold two dinner meetings each month. The dinner will be served by the Lady Lions. President Fred Bruegger introduced Fred Frye of Central Point, who showed some color movies of a vacation trip in northern California. The club took action on several routine matters and decided to purchase a cap and vest for each member in good standing.

FOR RESULTS USE TRIBUNE WANT ADS

Dispute on Suez Canal Certain To Go Before United Nations

By CHARLES M. McCANN United Press Correspondent

It seems certain now that the Suez Canal dispute will be brought before the United Nations before the end of September.

The prospect is that Great Britain will raise the issue in the 11-member Security Council in an attempt to compel Egypt to agree to international control of canal navigation.

But Soviet Russia would be certain to veto any resolution intended to put pressure on Egypt.

Hence it is most likely that annual U. N. General Assembly the dispute will go before which meets on Nov. 12.

It seems certain also, however, that a big angle in the question of free navigation through the canal will be suppressed, if possible, by consent of all the parties involved in the dispute.

Against One Man Control That angle is Egypt's blockade.

Asked Blockade End

On Sept. 1, 1951, the Security Council called upon Egypt to end the blockade. It held that the blockade was not justified on the ground of self defense.

Egypt ignored the U.N. action. Israel has protested persistently. But none of the great powers has wanted to raise that issue of freedom of navigation, and nothing has been done.

Free passage through the canal, in peace time and war time, was guaranteed under the so-called Constantinople Convention of 1863.

This convention or treaty, was signed in Constantinople — now Istanbul — by nine countries, Egypt was then under Turkish rule and was not a signatory. Egypt became a British protectorate, and British forces occupied the canal zone.

Despite the Constantinople Convention, the canal was barred to enemy shipping by the Allied powers in World War I and World War II.

Navy Controlled Approaches This was made possible, without formal violation of the convention, because the British navy controlled the approaches to the canal from the Mediterranean and Red Seas. But if any enemy ship had penetrated the approaches, it is unlikely that the British forces would have sat idly in the sun and watched it pass.

The Egyptian blockade is now a weak point in the Allied defense of shipping bound for Israel. Great Britain and France say they will not consent to let one man — President Gamal Abdel Nasser of Egypt — control the canal. Actually, it has been under control of one man, or one country, for more than eight years.

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mand for a firm guarantee of freedom of navigation through international control. Israel might well hold that the demand is for free navigation for all shipping but its own.

Nobody wants to raise that troublesome question, however. It is pretty certain that any U.N. resolution will be carefully worded so as to call for international control without permitting the injection of the present blockade.

Now... Stereosonic Sound in TV!

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