

MEDFORD MAIL TRIBUNE

Published Daily Except Saturday by MEDFORD PRINTING CO. 2129 North E. St. Phone 2-6141

Compulsory Insurance

We have all frequently heard the remark:

"Why is it, when you're in an accident, the other guy never has any insurance?"

Like all generalizations, this is not universally true, but too often it is the driver without financial responsibility—either in cash or insurance—who is at fault in an accident.

Oregon's financial responsibility law was recently tightened, and now requires evidence of insurance or other assets from a driver once involved in an accident.

BUT THAT'S tame compared to the law passed this year in New York state, which goes into effect with cars registered for 1957.

It requires that ALL motorists and vehicle owners show evidence of financial security. It has teeth, too, ranging from revocation of both vehicle and drivers licenses to fines and jail terms.

It is designed to protect the innocent victim of an accident, and to assure that the driver at fault will be able to assume his responsibility for any damages arising out of the accident.

In New York, with some 5 million vehicle owners and 6 1/2 million licensed drivers, it is estimated that about 700,000 persons do not now meet the requirements of the act. They will have to meet it by January or they won't get their vehicle licenses.

THE MINIMUM requirement of the law is insurance totaling "10, 20 and 5"—that is \$10,000 for injury or death to one person in one accident, \$20,000 for more than one person in one accident, and \$5,000 property damage.

For those rejected by insurance agencies, there is an "assigned risk" pool, supervised by the state, which spreads the insurance on high-risk insureds among several companies.

Other methods include posting \$25,000 in cash or a property bond to show financial security proof.

But without one or the other, a New Yorker cannot drive.

THE NEW YORK law is something of a departure. Only one other state, Massachusetts, has a compulsory insurance law for all drivers, although other states have modified versions, as in Oregon.

Interestingly enough, insurance men generally do not look with favor on compulsory insurance, feeling that it is a step toward governmental control of their business—which is an understandable attitude.

They fought it in both Massachusetts and New York, unsuccessfully. But, perhaps more important, they are attempting to work out ways in which the same end—protection of the innocent driver—can be served without the compulsory feature.

One such is an "unsatisfied judgment" provision in liability policies, which, when an insured is the innocent party in an accident but cannot collect damages from the other driver, will pay him damages to which he is entitled.

IT IS A FACT, however, that the uninsured driver remains a menace on the highway, and the New York and Massachusetts laws are a reflection of the popular feeling that something—whether it be legislation or a broadening of insurance coverage through other means—must be done.

Being able to drive a car on today's crowded highways is a privilege—not a right—and should be limited to those who can drive safely, and who can be made responsible for their actions.—E.A.

Farm Forestry

The state department of agriculture has issued its annual report on the total value of gross cash farm income in Oregon last year.

As might be expected, cattle and calves, wheat and dairy products led the list, with \$61,852,000, \$46,069,000 and \$45,740,000 incomes, respectively, reported for them.

The fourth-largest farm income-producer, however, might come as a surprise to some people. It was forest products, which brought farmers a total income of \$22,387,000, which topped the fifth-largest, eggs, by more than a half-million dollars.

THE FIGURES are a significant reflection of the important growth of "farm wood lots" in recent years, and how, if they are managed properly, they can become a source of substantial farm income.

In Jackson county, farm wood lots are chiefly located in foothill areas, where the edges of farms lap over into wooded country.

But in the Willamette valley, as anyone who has driven through it knows, the farm wood lots are frequently bits and pieces of old forest land which were "missed" during the early days when trees were cleared off—hit or miss and as fast as possible—to provide acreage for crops.

FARMERS with substantial wooded areas have three choices. They can let the wood lots stand as they are, which would provide them with no added income; they could sell them all as stumpage, or they could take a leaf from the silviculturists and "manage" their wood lots to provide a modest but continuing and long-range income, by placing them on a "tree farm" status.

Progressive farmers have found that with a planned program for harvesting of the trees, they can in effect "eat their cake and have it too," with the benefits both of having the trees as well as a continuing source of income.

And the fact that forest products is now fourth in the list of farm income producers, and is up nearly \$5 million in one year, is proof that farm forestry is good business.—E.A.

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

Truck Tax Answer

To the Editor: In answering the questions contained in a full-page ad in the Medford Mail Tribune, as part of my speech last night in the Esquire Theatre, I inadvertently overlooked the charge that I voted for a 1000 per cent increase in truck tire taxes. This charge is completely and absolutely false, and I ask this opportunity to state the facts of the case.

In 1955, I supported the Gore bill (S. 1048). It contained no provisions for taxes whatsoever. The Fallon bill, introduced in the house in 1955, did propose heavy increases in truck tire taxes. That bill never reached the senate because it was defeated in the house. However, I worked against the Fallon bill while speaking for the Gore bill in the senate.

Furthermore, members of the Oregon Trucking Association know that I was opposed to the Fallon bill. In 1955, I introduced an amendment that the ATA supported, which provided that Oregon rules on sizes and weights of trucks be kept in effect. My amendment passed the senate and became part of the road bill that was finally passed this year.

In 1956, a new road bill was introduced in the house, again known as the Fallon bill. It passed the house, and when it came to the senate, I supported various amendments that modified it. The senate version of the Fallon bill was supported by all trucking and logging groups. It contained only moderate increases in gasoline taxes. I was opposed—as were many other senators—to any increase in tire and gasoline taxes. Because of our efforts, we were able to pass a bill that had the endorsement of the trucking and logging groups.

It is a sad thing when the people responsible for the smear are willing to stoop to falsehood in a desperate attempt to mislead the voters of Jackson county. I am confident that such smear attacks will boomerang against them and make thousands of votes for me.

Thank you for the very fair treatment you have given me, both in your news and editorial columns.

Wayne Morse, U. S. Senator.

Against Parking Measure

To the Editor: You, the voters and taxpayers of Medford, have or soon will be, deluged with propaganda concerning the off-street parking bill.

You will be told that over a half-million dollars will be required to complete this program and that it will not cost the taxpayers a penny—but—in fine print, you are asked to O.K. the city's request to dig into the taxpayers' pocket if the proposed program does not prove to be self-liquidating.

In time the city hopes to have about 275 metered off-street parking spaces. Even being optimistic about the income from these meters they will be a long way from their goal in the 10 year period. Hence the fine print. Vote yes and you, the taxpayers, are obligating yourselves into picking up the tab for the unpaid balance.

Another neat feature of this bill allows the city to assess part of the cost of acquiring, clearing and improving the property for parking to adjacent businesses. And where will most of these lots be? Next to or near small businesses—resulting in undue hardships on these places of business. The result—failure for many, thereby giving more business to the large downtown places who won't have adjacent parking lots to pay for but who will benefit the most from such action.

We therefore ask you to think twice before you saddle yourself with higher taxes by setting the city up in a money losing venture.

Vote NO to Motor Vehicle Off-Street Parking Amendment No. 51.

M. J. Olsen, Member of The Small Business Committee Opposed to Off-Street Parking Bill. Rt. 1, Box 325 Medford, Ore.

Answers Ellsworth

To the Editor: I was astounded to read in the Oct. 5 Mail Tribune Mr. Ellsworth's statement that "the new administration has brought a climate favorable to the small businessman."

The Eisenhower Commerce Department says that small businesses starting today have only a 50-50 chance to last two years, and the odds against survival for ten years are four to one. New business starts are 49 per cent below the 1949-52 average and the share of small business in U. S. industrial assets has dropped 22 per cent.

But the most significant fact of small businessmen is what has happened to profits under the present administration. The businesses with assets of over \$100,000,000 have had their profits increase by 61 per cent; those with assets over \$1,000,000 are up 45 per cent. On the other hand, smaller businesses with assets under a million have seen their profits decrease 13 per cent and the smallest businesses, those with assets under \$250,000,

Too, it was President Eisenhower, a veteran, and Gen. Omar Bradley, a veteran, who gave the veterans the anti-veteran philosophy of the so-called Bradley report.

At our state level, Elmo Smith and Mark Hatfield, both veterans, voted in the 1955 session of the Oregon legislature to kill SJM 5, a bill urging Congress to enact legislation to provide a pension for the aging veterans of World War I, while their opponents for the respective offices of Governor of Oregon and Secretary of State of Oregon, Bob Holmes and Monroe Sweetland, non-veterans both, voted in support of veterans. Many more examples could be given.

Obviously, it would be as absurd to judge a candidate for public office on the basis of "veterans" or "non-veterans" as it would be to judge him on the way he parts his hair, if any, and we veterans are well aware of that fact.

What is the candidate's position on the issues, his general character, his reputation for honesty, integrity and ability—these are the things that count.

Norman R. Howard, War Veteran and State Representative.

W. W. (Bill) Campbell, Legislation Chairman, Veterans of World War I, Department of Oregon, Portland, Ore.

More Gold Tales

To the Editor: When the old Greenback mine, located on Tom East creek, a tributary of Grave creek, around 25 miles north of Grants Pass was at high production in 1897 and 1898, so, the saga goes, the bullion taken from the mine at month's end was processed into three small bricks, amounting to around \$7,000 each. The manager had a span of driving horses hitched to a spring wagon, after loading the gold in a hand satchel preparatory to driving to the bank to meet the miner's payroll. Tossing the bag in the rear of the vehicle, the hostler and his companion hit up a lively rate of speed over mountainous dusty roads. Having driven to within several miles of Grants Pass, the two men were hailed down by the shrill voice of the farmer who had picked up the bag of gold that had bounced out of the open rig a few miles back in the cloud of dust.

Another episode was in the mystery sale of an \$800 nugget from the old China gap "pocket" found by Chinese on Sykes creek in the early days, above Wimer. Seems like the core of the shallow deposit was almost all in one single chunk of gold. Anyhow the subtle method was to slice the chunk into three parts before taking it to a bank for sale. It is reported the gold buyer, being somewhat skeptical too, held back the first trophy until the entire three parts were eventually bought and matched together perfectly.

Bert Kissinger, 520 Boardman Medford, Ore.

Foods For Winter

To the Editor: A short while back, an MT editorial commenting on the sharp coolness and extra heavy dew of a morning was full warning that summer was on the wane out with the coming of autumn and winter-time.

As we older grow, the sign language of changing seasons is of increasing interest and more noticeable, some very odd. Like a recent morning when that homey sound came to me, scraping of the breadboard—sound-language, telling of hot biscuits for breakfast, the kind made from the flour bin and leavened with sour-dough starter. Now a nicely browned biscuit of this kind, well anointed with butter and sugared-honey (the poisonous kind that makes you immune to the vile weed, s'fact, tried it myself) and you've really got a breakfast. We both recalled those joyous days of long ago, specially of a Sunday morning with luxury of sleeping late, we listened to the promising music of Ma scraping the breadboard that meant hot biscuits for breakfast.

Mighty soon now along with frosty mornings, sour-dough pancakes will be a-coming. Topped off with ham or bacon fryings and water gravy, you have "laripin good eatin'." Born and raised in gray-dish Michigan, it sure was heart-warming to find the same here in Oregon. Up in the northwest, like Washington state, the gray dish is not so well known.

It is most noticeable how food habits of our youth stay with us. Foreign people here, Italian parents especially, try so hard to have their children, boys mostly, marry into Italian families. This way they will have the food they are used to which is so conducive to a happy married life, with much less reason for recourse to the weary way of divorce.

There's the old story of the young bride who just could not prepare a pot of beans like the husband's Ma used to. One day she chanced to scorch them. She didn't care, was mad anyway, put them on the table. Her young husband's face lighted up as with smacking lips he said, "Oh honey darling, you've made 'em right at last, just like Ma used to fix 'em up."

F. J. Clifford, 1211 West Main st. Medford, Ore.

Babson Lists Views On 4-Day Work Week

BY ROGER W. BABSON

Babson Park, Mass., — Although I am not, and never have been, opposed to unionism as such, I must take up the cudgel against the recently merged AFL-CIO's forthcoming drive for a four-day week rather than increased wages, as announced by Roger W. Babson, president of George Meany, pronounced.

For years, labor has striven not only for higher wages and more fringe benefits; but also for shorter hours. Today's standard 40 hour week is a far cry from the conditions that prevailed not so very many years ago, when the 12 hour day was common practice, six days a week. Those back-breaking, soul-destroying times are gone for the U. S., and I am sure that no one regrets their disappearance.

But how far can the pendulum, with safety, now swing in this new direction? I will realize that, as a result of our unprecedented technological and industrial development, it is no longer necessary for men to work the interminable hours of yesterday in order to produce sufficient goods to meet modern-day requirements. But this change must continue to come slowly.

An Ill-Timed Move

Of course, if Labor's drive for a temporary shorter work week had been launched back in the depression days of the early "thirties," I would have felt different about it. At that time millions of unemployed were walking the streets looking for jobs. If the working hours of all who then had jobs had been reduced, there could have been jobs for everybody. But what might have been right then, as a temporary expedient, could be seriously detrimental today to the welfare of all our people.

Since our economy is a vibrant and rapidly growing one, I can see great potential danger in producing less during an impending greater overall demand. Workers would have to produce

20 per cent more during the four work days to compensate for the lost fifth day. Unless further automation could make up the difference, they would merely be holding their own as far as production is concerned, rather than increasing it to meet expanding requirements. Increased use of automation is a slow and expensive development. It cannot happen in four years or eight years.

A Step Backward

We are living in prosperous times. Our people never had it so good. We are practically fully employed at high wages; our purchasing power is enormous and our every-day living needs tremendous. To retard production under such circumstances would be little short of a crime—a move contrary to that which has made America great. All material prosperity stems from increased character and production. "More things for better people at right prices" is a key to our continued economic well-being.

I forecast that our No. 1 Public Enemy continues to be the threat of further inflation over the longer term. Today's 52-cent dollar is one of the chief reasons why we must pay around \$3,000 for an automobile that only a few years ago cost about one-third as much. The best way to lick further inflation or to forestall it is by increasing production, not by producing less. Inflation is the result of an unbalanced ratio between output and consumption. We can boost consumption by intensifying and improving advertising and selling efforts, but there is no way to compensate for lost output. This will be of great importance if we are faced with more competition from foreign goods.

Decreased production is a direct threat to Mr. and Mrs. Consumer. It means fewer goods and higher prices. The proposed shorter work week is ill-timed and impractical, under present conditions. We cannot remain prosperous by producing less, but only by producing more. That means from now, further machinery developments should give us a four-day week, but it cannot safely come at once.

Editorial Comment

STEVENSON FOR PRESIDENT

The Republican party has told us that they have no man other than Eisenhower they think can win. Their only chance, they are telling us, is with a 66-year-old man who has had two serious illnesses within 18 months. They are asking us to send again to the most important office in the world this man who, if he were in any other capacity, would be retired upon the demands of his family, his physician and his close friends. And, on top of that, they are telling us that we can gamble on his tenure because they are giving us as his successor, should he be unable to complete four years of service to us, a man they think is fully equipped to lead this great nation, vice president Richard M. Nixon.

In a few words, this party is saying to us that it is so bankrupt of talent that it cannot offer to us a man in good health and full vigor and fully capable of leading these United States. They can only offer us an ailing man. And they cannot give to us a trusted and tried man to succeed this man if he should falter. They can only present to us a man who has not gained the trust of Americans, a man who is openly mistrusted by many, a man who has never proved to the American people that he has the qualifications to guide them in the office of the Presidency.

That is the best the Republican party can do in 1956. It is clear that that party cannot regain control of the House or Senate in 1956 and it is asking the people to retain its control of the White House with these candidates.

The people do not, and will not have to accept this offering. The Democratic party has again given them the opportunity to support one of the best prepared men for the Presidency in the history of the country. This time that man, Adlai Stevenson, is washed clean of a record that was not of his making and he comes to the people in the full greatness that is his.

This newspaper believes the American people have a rare opportunity to elect a truly great man. We are firmly convinced that Adlai Stevenson would be one of the great Presidents of all time. He has been tested in government and his record is one of courage, enlightenment and full understanding of all that our highest office demands. The Democratic party has not forsaken its responsibility. It has given the people its best man.

The East Oregonian believes that all this age calls upon the people of the United States to do what Adlai Stevenson can lead them to do.—(Pendleton East Oregonian.)

CUTTING SERVICE ON THE SHASTA

We are glad to note that the California Public Utilities Commission has ordered an investigation of Southern Pacific's announced plan to reduce service on the Shasta daylight train between Portland and San Francisco to three trains a week. Service is now daily in both directions.

The authority of Oregon's Public Utility Commissioner Charles Heltzel over such schedule changes is challenged in a suit now awaiting decision by the Oregon Supreme Court, so he is evidently in no present position to move in the S. P. case.

Before the schedule is reduced, the railroad should be required to show the extent of its losses and even if it shows them we doubt that it is justified in reducing this service on its main line. Every business institution renders service that does not pay, as part of its over-all operation. The Capital Journal delivers several thousand papers daily on rural motor routes that do not pay their operating costs plus the cost of the newspaper because we think this is part of our job, to serve the people of our area.

Doesn't a railroad which is now prosperous, as shown by its operating statements, owe a similar responsibility to the people whose patronage makes it prosperous, even if the prosperity is contributed by freight rather than passenger revenues? We'd like to see a determination on this point by a commission representing the public before the trains are taken off.—Salem Capital Journal.

Hearings Slated On SP Service

Salem—(U.P.)—Public Utilities Commissioner Charles H. Heltzel said Thursday he was preparing to hold hearings on the adequacy of passenger service under a new schedule announced by Southern Pacific for its Shasta Daylight run.

Southern Pacific has announced a three round trip a week schedule for Shasta trains instead of the previous daily runs. Heltzel said the commission has power to hold hearings and make a determination with respect to the adequacy of existing passenger service. But he added that a recent Circuit Court decision, now appealed to the State Supreme Court, ruled that the commissioner had no power to suspend time tables reducing railroad passenger service prior to a hearing.

A similar procedure was necessary in the case of the Southern Pacific Rogue River trains and in a case involving the Portland Traction Company interurban passenger service.

Salem—(U.P.)—The State Agriculture Department has called a hearing Oct. 23 to amend certain Oregon standards for commercial jams, jellies, fruits and vegetables to conform with new federal regulations.

NATIONAL EDITORIAL ASSOCIATION AFFILIATE MEMBER Oregon Newspaper Publishers Association

Flight o' Time Medford and Jackson County History from the files of The Mail Tribune 10, 20, 30, 40 and 50 years ago.

10 YEARS AGO Oct. 12, 1846 (Saturday) Yesterday in some Medford stores butter sold for the highest price in the memory of the oldest clerks.

20 YEARS AGO Oct. 12, 1936 (Monday) First fall meeting of the Rogue valley chapter of the Reserve Officers' association scheduled Wednesday.

30 YEARS AGO Oct. 12, 1926 (Tuesday) Jackson county to receive \$1,152,543.22 from A. and C. land grant tax relief measure.

40 YEARS AGO Oct. 12, 1916 (Thursday) Hugh Mitchell, state superintendent of the bureau of fisheries, spent Thursday in Medford on his return from the Elk creek hatchery.

50 YEARS AGO Oct. 12, 1906 (Friday) The annual Jackson County Teachers Institute will be held this year at Central Point, Nov. 12-14.

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

1. Adlai E. Stevenson is a graduate of Harvard, Yale, Princeton, Penn State, Illinois or University of Chicago? 2. About one-fourth, one-third, one-half or two-thirds of all auto drivers in the U. S. are women? 3. Social security tax for old age retirement is now levied on first \$3,000, \$3,600, \$4,200, or \$4,500 of income? 4. The U. S. Government does or doesn't pay the travel expenses of the U. S. team to the 1956 Olympic Games? 5. The "Little Brown Jug" harness race is held every year in New York, Maryland, Ohio, Illinois or California? 6. Spain is or isn't now a member of U.N.? 7. A man is properly called a ruffian for being rough, right or wrong? The answers: 1. Princeton. 2. About one-third. 3. First \$4,200. 4. Doesn't. 5. Ohio (city of Delaware). 6. Is (admitted in 1955). 7. Wrong.

SCIENCE AGENDA DUE Portland (U.P.)—Outstanding medical specialists in psychiatry, internal medicine and surgery will head the three-day scientific agenda at the 82nd annual convention of the Oregon State Medical society opening Oct. 17 at the Masonic temple here.