

MEDFORD MAIL TRIBUNE

"Everyone in Southern Oregon Reads The Mail Tribune"

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

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An Independent Newspaper Entered as second class matter at Medford, Oregon, under Act of March 3, 1879

SUBSCRIPTION RATES By Mail—In Advance: Per Copy 10c Daily and Sunday—One year \$15.00 Daily and Sunday—Six months \$8.00 Daily and Sunday—Three months \$4.25 Sunday Only—One year \$4.25

By Carrier—In Advance: Medford, Ashland, Central Point, Eagle Point, Jacksonville, Gold Hill, Phoenix, Shady Cove, Rogue River, Talent and on motor routes: Daily and Sunday—One year \$18.00 Daily and Sunday—Six months \$10.00 Carrier and Dealers—10c per copy All Terms Cash in Advance

Official Paper of the City of Medford Official Paper of Jackson County United Press—Full Leased Wire MEMBER OF AUDIT BUREAU OF CIRCULATION

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

NATIONAL EDITORIAL ASSOCIATION AFFILIATE MEMBER

NEWSPAPER PUBLISHERS ASSOCIATION

Flight of 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. 19, 1946 (Saturday) Rogue valley chapter of the Military Order of the Purple Heart and auxiliary meet Wednesday.

From Arthur Perry's Ye Smudge Pot column: Ed Kubli of the Applegate towed Thurs. in his traditional manner.

20 YEARS AGO Oct. 19, 1936 (Monday) Ban on rubbish fires lifted temporarily by Fire Chief Roy Elliott as wind velocities decreased and humidity increased.

The Tuesday rehearsal for the Medford Gleemen will be held tomorrow in the Baldwin Shoppe, according to James Stevens, director.

30 YEARS AGO Oct. 19, 1926 (Tuesday) Sydney B. Hayslip, representing Lawrence and Holford, architects, opened opening an office in this area.

On Nov. 16, 1926, the price of Copco six per cent preferred stock will advance from \$95 to \$96 per share.

40 YEARS AGO Oct. 19, 1916 (Thursday) Mark Weatherford of Albany, Democratic-prohibition nominee for congress, speaks in Medford Monday.

Landslide of Wilson sentiment sweeping Jackson county is not just a local condition, but it nation wide, Attorney Newton W. Borden says.

50 YEARS AGO Oct. 19, 1906 (Friday) Among visitors at Southern Oregon normal were Dr. Pickel, Hon. J. W. Perkins and Dr. Martin.

Armstrong Piano House receives large assortment of new records for Victor Talking Machine.

What's the Answer? Can You Get 4 of the 77 Copr. 1955 Editorial Research Report

1. The Stock Market usually fell or rose in the year immediately following the last 10 presidential elections, or was it 50-50?

2. An old car is traded in on about 50, 70, 85, or 95 per cent of all new car purchases?

3. More school districts in the South are integrated this year than last year, or fewer, or about the same number?

4. Every single one of the 48 states grants divorces for adultery, right or wrong?

5. Hypertension is or isn't another name for high blood pressure?

6. Which two of these have Republican governors: California, Illinois, Michigan, New York, Ohio, Pennsylvania, Texas?

7. Jerry Giesler is a prominent divorce lawyer in New York City, Reno, Los Angeles, Chicago, or Miami?

The Answers: 1. Usually fell. 2. About 85 per cent. 3. More this year. 4. Right. 5. Is. 6. California, and Illinois. 7. Los Angeles.

The first U. S. patent was granted in 1790 to Samuel Hopkins of Philadelphia for a new potash manufacturing process and was signed by George Washington.

Revolution Coming

There's a revolution on the way. Nobody knows just what form it's going to take, but its advent can be forecast with some accuracy—give or take a decade or two.

We refer to our present type of mechanical civilization, which is based in large part on oil. Pretty soon, the supply of oil is going to be inadequate. Then what?

What will power the automobiles? Or the ships, planes, trains, industries? What will heat our homes and office buildings?

THIS week, interestingly enough, is "Oil Progress Week," which is designed to call attention to the role that oil plays in civilization as we know it. It is, truly, a tremendous role, one that is often taken completely for granted.

The service station is part of our way of life. And so are the oil furnace, the gas stove, the diesel engine, the jet and propeller powered planes, and the thousand-and-one other things which depend for energy on "fossil fuels," coal and oil and gas.

We have been told that the supplies of these are "inexhaustible." This, unfortunately, is not true. There is just so much. When that's gone, it's gone. When this will happen, of course, is speculative.

A DETAILED review of how and why and when this is going to happen is beyond the scope of this offering.

But it is significant that the May 25, 1956, issue of "Petroleum Week" devoted seven pages to an article entitled "Middle East Oil: Key to Free World Survival" in which it was pointed out that the United States must import oil because it does not produce enough for its own needs, that much of the rest of the free world is in a similar position, and that this situation will be greatly intensified in the next nine or ten years.

And another article is even more significant in pointing out the overall problem. It was written by Eugene Ayres, former research director for Gulf Oil Corporation, and an expert on energy sources and their utilization. His article appears in the October issue of Scientific American, and is entitled "The Fuel Situation."

HIS article, which has a chilling effect when one realizes how utterly dependent we are today on the "fossil fuels," starts out:

"Every hour of the day and night, three quarters of a million barrels of petroleum are being pumped into the fuel-burning devices of the world... Seven years ago... the author expressed the opinion that 'allowing for all possible postponements, the day of petroleum shortages cannot be very far away.' That day is now almost upon us."

In the following pages, he outlines present coal, oil and gas production and production trends, proven and presumed reserves, present utilization and trends in utilization, technological progress in both production and utilization, and comes to the conclusion that the best that can be done is to postpone, by perhaps a few years, the time when other sources of energy must be developed.

HE FORECASTS that by 1965 oil production will be at a peak, and by 1957 the U.S. will need twice as much oil as it can produce, with the rest of the world also falling short of its needs; that by 1970 the production of bituminous coal will have passed its peak; that the peak in gas production will be between 1965 and 1970; and that oil shale and tar sands can add only a "few months supply."

And he points out, also, that the demand curve will go up just as fast, or faster, than the production curve. The pinch will begin to be felt before peak production is reached—and after that, it will really begin to hurt.

Meanwhile, rising prices can be expected as demand outruns supply. And, eventually, the "fossil fuels" will be gone.

THEN what? Scientific ingenuity must provide the answer, or to be more exact, the answers. For it is likely that no one source of energy can supply the varied needs now handled by oil, gas and coal.

Electric energy—both that generated by hydro power and that from nuclear plants—is one answer. It will develop ever-faster as the fossil fuel pin gets worse, and will come into increasing use for industry and space heating. (One needed development is for the direct conversion of nuclear energy into electricity, eliminating the generators which waste three-quarters of the nuclear energy potential.)

Solar energy—power from the sun—will also have an increasing role.

BUT the big problem is in furnishing energy for mobile power—for ships, trains, cars and trucks, and their "descendants." (This is the second-largest use of fuel in the world today; space heating is the first.)

No immediate solution is in sight at the moment. But there are a dozen possibilities. We strongly suspect that the vehicle manufacturers are working hard to find the answers.

It has been predicted that an "electrical accumulator"—a means of storing up electric energy far more efficient than present batteries—will be one solution. Experiments with magnetism hold promise, and others are being explored in research laboratories.

But one thing is certain. The internal combustion engine, with which we are all so familiar, will become an anachronism, and fairly soon, too.—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.

He Wants Cheap Power

To the Editor: Is there anyone that would like to pay two or three times more for their electricity than they are paying now? Although I can't answer for anyone but myself, I certainly would not! I feel that the present price in this area most assuredly is high enough!

Before the federal government established the power yardstick with such projects as Bonneville and TVA, it was an undeniable fact that electricity cost several times what it does today. Cheap power has made possible our unequalled standard of living by encouraging the development and use of the many electrical conveniences we have today. Had electricity been two or three times as expensive, there is no doubt that this spectacular progress would never have reached us in the degree that it has.

Public power is cheap power and it has made private wealth and revenue for all levels of government. Public power seeks to develop only those power sites that serve the greatest good for the greatest number and in doing so, gives us the one great protection we have against exorbitant electric bills. If competition is the life blood of this country's economy, then private utilities certainly shouldn't be the mind some. If it wasn't for this federal power yardstick, what would be the cost of our electricity?

Oregon's senior senator has fought for federal multi-purpose power developments for the people, basing his arguments on the desires of the people, the undisputed findings of competent engineers and the principles involved as defined by the constitution. On the other hand he is the first to defend the right of private utilities to use any dam site that they can thoroughly develop to the greatest good benefiting everyone.

Ken Colliss 1564 Myers lane Medford, Ore.

The SP and the 'Q'

To the Editor: I must congratulate your newspaper for the article concerning the Southern Pacific, its service to this area, and railroad passenger service in general, which appeared on page eight of Sunday's Tribune. I especially appreciate your use of sizeable headlines to advertise it.

It was entitled "Burlington Official Optimistic on Future on Passenger Service." Mr. L. R. Capron, vice president of the company's traffic department said, according to your article that:

"...the company is experiencing a substantial loss on its overall passenger operation. While the Burlington line's 'name trains' are earning substantial profits the profits are offset in running small branch and secondary main line trains."

"We're working to take off these deficit-incurring trains so the passenger operation as a whole will show a profit," Capron said. He said there is a better understanding of the rail situation now than there has been in the past and the company is experiencing some success in taking off non-profit trains.

Applying this to the local situation, I assume you realize that the Southern Pacific line from Dunsuir to Eugene via Yreka, Medford, and Roseburg runs exactly the same kind of "small branch and secondary main line trains" that Mr. Capron mentions in your article. Therefore, you obviously agree that the Southern Pacific should, likewise, work to "take off these deficit-incurring trains so the passenger operations as a whole will show a profit."

I was quite pleased to find that you finally realized that Medford is getting more than its share of SP expenditures. I am equally certain you will feel just as proud as I will when, in the near future, you dial "SP" for "Southern Pacific" every time you use your telephone.

Ed Coyle 708 Park st. Medford, Ore.

Editor's note: Our correspondent fails to note the difference between maintaining passenger service, but curtailing it and abandoning the service through a rapidly growing and prosperous district for a distance of over 300 miles entirely. The article in question showed clearly the attitude of the SP and the Burlington regarding the maintenance, improvement and future of passenger service are diametrically opposed.

For the Record

To the Editor: Just for the record: I've been honored a couple times within the past few months, by having my name appear in news items in your columns. Both times my affiliations or past affiliations have been misstated.

In your issue of Friday 12th inst.—on the front page—you have me as the Multnomah coun-

Palestine Area Replaces Suez As World's Hot Trouble Spot

By CHARLES M. McCANN United Press Correspondent The week's good and bad news on the international balance sheet:

Palestine The Palestine area replaced the Suez Canal zone as the No. 1 danger spot in the Middle East.



Charles M. McCann

Heavy raids by Israeli forces on frontier posts in Jordan increased tension between Israel and the Arab countries. Israel said its attacks were made in retaliation for Jordanian guerrillas. Iraq promised to send troops to reinforce Jordan if needed to meet Israeli aggression.

Editorial Comment

'The Treatment'

Are we about to get "the treatment"? A newspaper published in a city which has had "the treatment" says we are. The Roseburg News-Review warns residents of Salem, Albany and Eugene that the Southern Pacific is softening them up for the same sort of dirty-shirt treatment it administered to Roseburg, Grants Pass, Medford and Ashland in other years.

The tip-off, says Editor Charles Stanton, is the Espée's announced intention of cutting service on the Shasta Daylight streamliner to three runs a week. This, he says, will make Willamette Valley residents even less likely to think of traveling by train. And this will cut passenger patronage. And this will make the railroad lose more money on passenger traffic.

But, even before he warned us that what happened down South might happen up here, we were worried. We were worried first by the announced rate increase which can have only one result—fewer passengers. We were worried even before that as we noticed that "customer service" was a principle entirely foreign to so many railroads, including the Espée.

We like that Shasta. It's a good train—snooty porters, grabby waiters, surly conductors and all. It's fun to ride the train. It's relaxing and it's easy and it's cheap. And, heaven forbid, if we get into another war, it will be necessary to ride the train.

Of course if the Espée is really losing money on its passenger runs, we can understand the company's desire to get out of the business. But we hope that, before the Oregon Public Utilities Commission grants either the rate increase or the cut-back in service, auditors go over the Espée figures. A lot depends upon how the books are kept.

Meanwhile those of us who like trains and who regard rail as the finest way to travel, should do our parts to see to it that the Espée cannot plead lack of customers as a reason for cutting off or suspending local service in the Willamette Valley.—Eugene Register-Guard.

Fluoridation Re-examined

Last week the Portland City Club voted to reaffirm its 1955 stand that fluoridation of the municipal water supply would be a safe and beneficial measure. The report of its investigating committee was brief and to the point. It noted that a previous committee had made a thorough study of the pros and cons of fluoridation. Instead of reworking the same ground, the new committee concerned itself only with analysis of new evidence in the case.

Here, in a nutshell, was the finding: In this interim, no valid evidence has appeared indicating that fluoride in the amount recommended was harmful. On the contrary, among the 22,000 people now consuming fluoridated water, there is no report of any harmful effects.

The medical and dental associations maintain their indorsements; all scientific societies previously indorsing fluoridation continue to do so. Standard text books used in medical and dental schools continue to point out the value of fluoridation and emphasize freedom from hazard.

This newspaper finds itself in much the same situation as the new City Club fluoridation committee. All the arguments for and against fluoridation have been presented in these pages in past months and years, exhaustively and repeatedly.

One reason we can see little purpose in further discussion of the evidence in the fluoridation question is that there is no agreement on what "evidence" means. When reputable scientific organizations and respected public officials such as Oregon's health officer, Dr. Harold Erickson, offer proof of the merits of fluori-

meet Israeli aggression. Egypt said that it would regard an attack on any Arab country as an attack on Egypt itself.

Great Britain, pledged to defend Jordan if Israel attacked, was reported sending its newest supersonic jet fighter planes to reinforce Royal Air Force units stationed in that country.

London said that any of the new jets sent to Jordan would be merely on training flights. But dispatches from Jordan said the planes were arriving—and were ready for action.

In Washington, Secretary of State John Foster Dulles gave a reminder that President Eisenhower had expressed determination last April to aid any victim of aggression in the Middle East.

British Prime Minister Anthony Eden and Foreign Secretary Selwyn Lloyd flew to Paris to discuss the Suez situation with French Premier Guy Mollet and Foreign Minister Christian Pineau.

A joint communique issued after their discussions intimated that it would be up to Egypt to make any proposals which might lead to any new negotiations on the Suez dispute.

Reports in London, Paris and Cairo indicated that Egypt might make the proposals, and that Britain, France and Egypt were likely to meet in Geneva, Switzerland.

President Eisenhower, after a survey of the position of President Tito in relation to the Soviet government, authorized the continuation of economic aid to Yugoslavia. But he withheld any shipments of heavy military equipment "until the situation can be more accurately appraised."

In Belgrade, Tito and his aides conferred with Communist delegation from Hungary, which like Poland appeared to be climbing aboard the Titoist bandwagon and loosening its ties with Russia.

West Germany Chancellor Konrad Adenauer of West Germany shook up his cabinet. He named Franz-Josef Strauss, his atomic energy minister, as the new defense minister. It was indicated Strauss would carry out a radical change in West Germany's rearmament program. The new German army probably will be limited to 300,000 instead of 500,000 men and will be based on the use of tactical atomic weapons.

How much downward pressure these heavy supplies will exert on prices remains to be seen. The test should come soon, with marketings at their seasonal peak. The government loan, which averages \$2.15 a bushel on the farm, could buttress prices. Growers and processors have discussed the problem of heavy soybean supplies with the government, and further government moves may be made to help prices.

Other Fall Crops The 1956 U. S. cotton crop, now being harvested is not burdensome, since indications are that domestic consumption and exports will exceed it. Although the carryover last Aug. 1 was huge—around 14,500,000 bales—a large part of this reserve was in government hands and will not glut commercial channels. The good present demand, plus the influence of the CCC loan, could strengthen cotton prices.

The indicated dry bean crop is not far from average and should suffice for needs. The rice return is somewhat above average, but need not prove burdensome. I now forecast that prices of both these items will work higher over the longer term. The late potato crop is on the heavy side, but the government's diversion program should prevent any drastic price decline this fall.

A Glance Ahead The course of farm prices is vital not only to farmers themselves, but to the nation. The trend has been moderately downward for several months, but the drop from mid-August to mid-September was only 0.5 per cent. While further slight near-term weakness is possible, the future is uncertain.

Concerning the problem of farm surpluses, acreage controls and the Soil Bank program could prove quite helpful for awhile; but I fear we have not yet found the ultimate solution. I do not know how farmers feel about the coming Presidential election, but I hope they will honor the dictates of their conscience and keep the welfare of the country as a whole clearly in mind.

Most of Nation Has Fair Weather

By UNITED PRESS Fair weather prevailed throughout most of the nation today, but cooler air was expected to cover coastal states from Maine to Virginia.

Rain and showers continued during the night in the Carolinas and Montana, but otherwise the nation was free of precipitation.

Shower activity, however, was expected over the northern half of the Rockies, western Oregon and Washington and from Texas northward into southern Kansas and southwestern Missouri.

The southern half of the Plains region, the Far Northwest and the Northeast also were cooler. Early today the mercury dropped to 27 degrees at Pellston, Mich., and to 18 degrees at Fraser, Colo., to make those spots two of the coldest regions in the country.

Some warming was expected over the upper Great Lakes area today while slightly cooler temperatures were forecast for the area from North Dakota and Montana southwestward to Utah and eastern Nevada.

Five hundred gallons should be the minimum capacity of new septic tank installations for farm homes.

—Portland Oregonian.

Use of Newsprint Said Up This Year

New York—(AP)—The American Newspaper Publishers Association reported Thursday that newsprint consumption for the first nine months of this year increased 3.7 per cent over the same period last year.

For September newsprint consumption was up 2.4 per cent over September, 1955, and 12 per cent for September, 1954, the ANPA reported.

American newspapers used 572,276 tons of newsprint in September and 5,072,076 tons the first nine months of 1956. The average cost of a prescription in this country, according to information from the Health News Institute in New York, is \$2.40.