

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.

Suggests Fifth Route

To the Editor: The highway commission meeting at the Craterian Theater heard assorted testimony from people who did not want the proposed super-highway going near them, and a few persons who expected to benefit from its staying in town.

It is my impression that the original survey was the route up Kanes creek through the Applegate, down past the Griffin Creek Grange, through Dark Hollow to Talent. If it didn't, that seems a route that would cause the least disturbance of valuable agricultural land and annoyance to the people living in Medford, who don't like noise and fumes.

In Salem I was told that the merchants expected to lose trade from the town's being bypassed but contrary to their expectations trade improved because people would come into town to shop who didn't like to buck traffic while through traffic was going through town.

From my own experience I know that when one needs gas, food or a place to sleep it is easy enough to get off superhighways and get what one wants. I and many others prefer to find a motel that is away from the noise of traffic.

This route goes through undeveloped country where right of way could probably be acquired cheaply.

Mrs. George B. Dean
265 Janney lane,
Medford, Ore.

Tiller-Trail Route?

To the Editor: Now that all the pressure groups and personal interests have had their say regarding the location of the proposed new Highway 99, it is evident that none of the routes proposed will get a majority vote.

In the final analysis, Uncle Sugar—the Federal government—and the State Highway people will go ahead with their own plan—that of routing the Thruway from a point south of Myrtle Creek, via the South Umpqua, Tiller, Trail, Eagle Point and south to a point southeast of Ashland, saving 40 miles or more, and maintaining an alternate 99 via Medford, Grants Pass and 199.

Well, why not? Long line trucks and hot foot tourists are no help to us and they can speed their way. The rest of the traffic passing more leisurely through the valley may enjoy our hospitality, comfort and scenery. Genesee, Bear Creek, Hillcrest and the West Side will still be ours.

D. W. Robertson,
625 Dakota ave.

Democratic Brain Washing

To the Editor: Brainwashing is not confined to Eastern Europe although it is done more subtly in this country. Let's take this business of trying to persuade the gullible that the Republican is the party of cash and corporations.

Who is probably the richest man in active politics today? Averell Harriman, heir to a not-so-clean rail fortune, Democrat governor of New York, and nearly a candidate for president. Where have the Republicans a governor with the inherited wealth of Mennen Williams, Democrat governor of Michigan? Where is there a Republican senator with the oil wealth of Democrat Kerr of Oklahoma? Did the Republicans pick a presidential candidate born with a silver spoon in his mouth, who wouldn't understand a problem of the average man? No, they picked a man who, by his talents alone, rose from a poor boy in a small town to inspired leadership in this country and the world. Did the Democrats pick a man whose background would give him understanding of our problems? No, they picked a man of inherited wealth with assets in 1952 of at least three-quarters of a million; a man who certainly has had to depend on dividends from corporation stocks in his inheritance to live as he has lived.

Here in Oregon we have another example. Lately I saw a snide remark about Doug McKay dealing in Cadillacs. Apparently they thought that this would damn him with those of us who ride in Fords, Chevrolets and Plymouths. What is the truth? The truth is that Doug McKay fought his way up from a poor boy to a successful small businessman principally by selling Chevrolets; if he sold Cadillacs, it was incidental. Was the remark the truth? Partly, perhaps. Was it the whole truth? Certainly not. Was it made with intent to deceive? Of course it was.

Locally, who's for the corporations? Let's look. While Phil Lowry, our popular Republican state senator, is spending much of his time working for us to get Southern Pacific passenger trains restored, who is head of the "law firm representing the Southern Pacific? None other than one of the candidates that the Democratic party offers us for representative in the legislature.

The above are facts, easily checked. Look for more of them covered up by Democratic fiction.

D. H. Barber,
Star Route,
Trail, Ore.

Against McKay

To the Editor: I have been watching TV for the last few weeks and have been astounded by the false statements and perfidy that are used by the GOP speakers, especially when attacking Senator Morse.

According to their say-so, the Senator has been extremely neglectful of his duty in the Senate. He is accused of absenteeism, opposing the President and well; just about all the crimes in the calendar. He is accused of lying, mis-representing facts, trading votes and the Lord knows what all.

It is too bad that the general public does not know or is too lazy to send to the U. S. Printing Office in Washington and ask for a copy of the Congressional Record. If people would do this simple little thing they could find the truth for themselves and not be fooled by lying statements, of cheap kind of cheap politicians who are in desperate need of feathering their own nests and are stooping to besmirch one who is so far above them that there is no comparison.

His principal opponent is known by his record, and it smells to high Heaven. He is known to be liquidating the Indians by going away with Reservations, selling their timber for a great deal less than it is worth, some of which is even now being taken by the big timber outfits. He has turned over to the oil interests the National Parks and Game Refuges to be muled of all value or potential value, so there can be no great desire to visit such places.

He has been hand in glove with the power interests, furthering their desires in every way he can, and while doing so laying a heavier burden upon the foolish taxpayer who gladly swallow his vituperations as tho they were Gospel; which they are by GOP interpretation. But not by the understanding of the intelligent ones who have the common sense to vote in their own interests.

Only a complete ouster of all GOP members can do the trick. Vote for Morse, who has stated time and again that he will go along and all the way with us who pay all the bills. Veterans, take heed; Morse is with us, as is Neuberger.

They will not let us down.
A. L. Unger,
635 Pennsylvania ave.,
Medford, Ore.

Tax Questions
To the Editor: Here are a couple of questions that I and others have been getting the run-around on.

Can you help us out through your paper, which will also perhaps help out others to understand just what Measure No. 1 means on the ballot?

1. Under Measure No. 1 could tax legislation become law without the vote of the people?
2. If this measure is passed does it mean that a Sales Tax could be passed without the vote of the people, and without stating just how the money so collected is to be expended.

There have been rumors that IF a Sales Tax was passed that it might be used to offset property taxes and income taxes, or at least applied to them.

Robert H. Worrall,
Route 1, Box 265-A,
Rogue River, Ore.

Editor's note: Question No. 1: Yes. At present, acts passed by the legislature become law 90 days after the legislature adjourns, unless (1) they are referred to a vote of the people (either by the legislature itself or by petition), or unless (2) they have the "emergency clause," in which case they become effective immediately. The constitution now prohibits the emergency clause on tax legislation. If Proposition 1 is passed, this constitutional ban would be repealed, the emergency clause could be placed on tax legislation, and it would become effective immediately. It could be referred to a vote of the people, but not for about two years, and it would be in effect in the meantime.

Question No. 2: Yes and no. However, Gov. Elmo Smith, the Republican candidate to succeed himself, has stated he would veto any sales tax bill unless it is referred to a vote of the people, and Robert Holmes, Democratic candidate, has stated he would veto a sales tax. Therefore it is unlikely any sales tax could be placed in effect for at least four years unless given the people's approval at an election.

If the legislature does pass a sales tax (either with or without a referendum provision), it would be up to it to decide any details of the tax, including the percentage, any exemptions (such as food and housing), how it would be collected and spent, and whether or not it would be used as general fund revenue, as an offset to income or property taxes, or as "earmarked" income for a particular purpose. These details would be contained in the tax measure itself. But rumors about what the legislature might or might not do are purely speculation.

Since wood came into common use in the making of paper—around 1880—the per capita consumption of pulpwood in the U.S. has increased seven-fold, to nearly 800 pounds annually.

The S.P. As An Issue

To the Editor: Public sentiment in Jackson county, as expressed both by a series of excellent editorials and by the comments of the people in general, is solidly against the policy of exploitation and isolation that Southern Pacific Company has consistently applied against the people of Southern Oregon.

It is a matter of public record that in the area affected by this discriminatory policy of S.P., the people who have taken positive action in the recent hearings before the Public Utilities examiner were our Republican legislators.

It is a matter of public record that Representatives Mann and Littrell appeared at these hearings and testified as witnesses on behalf of the public and against S.P.

It is a matter of public record that Robert B. Duncan and Robert A. Boyer, both Democratic candidates for the House of Representatives, did not appear and testify at these hearings as witnesses for the public.

It is a matter of public record that Robert B. Duncan is employed by S.P. to serve its interests as an attorney, and I assure Mr. Duncan would not publicly deny that he has had a pass that entitled himself and members of his family to free transportation on S.P. trains.

The Oregon Railroads Association (of which SP is a member) has a powerful lobby attempting to influence the votes of the legislators. We need men in the legislature who can withstand this pressure, and Representatives Mann and Littrell by their public actions have

New Concept Makes Big Roof Possible

Chicago—U.P.—A simple but radically new engineering concept has enabled a Chicago firm to build the world's largest trussless steel roof over the new Phoenix (Ariz.) Coliseum.

The huge roof, a clear span 120 feet wide by 260 feet long, was erected by the Wonder Building Corporation in 7½ days.

The firm said the roof is the first in a new line of low-cost, long-span roof decks being marketed for convention halls, arenas, school gymnasiums, supermarkets, hangars and similar buildings. Costs were said to be about a third less than conventional roof structures.

The Phoenix Coliseum roof will make possible an unobstructed view of the floor from any of 5,000 permanent seats. There are no posts, pillars, trusses or supports of any kind.

The roof consists of curved, galvanized and corrugated steel sheets, two feet wide and from six to 10 feet long, fastened together by nuts and bolts to form self-supporting arches.

Although it is less than 1/16 of an inch thick, the steel roof is designed to withstand hurricane-force winds of more than 113 miles per hour, and to support loads of 42 pounds per square foot, equivalent to 5½ feet of snow.

Reflective material being used by the railroads reflects the headlights of approaching cars and can be seen more than 1,500 feet.

Of 10 railroads using such measures, the Great Northern has the most extensive program. It has reflectorized 3,000 box cars, numerous warning signs and all new passenger trains.

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Monday, October 29, 1958

MEDFORD (OREGON) MAIL TRIBUNE—FIVE

Such collisions involving the darkened sections of trains behind the locomotives was about eight times higher at night than in daylight.

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Railroads Work To Cut Auto Collisions

Chicago—U.P.—Railroads are making their equipment easier to see at night as part of a program to reduce collisions with automobiles.

Western and midwestern railroads, guided by a study at Iowa State College, have been putting large reflective emblems and letters on their cars and crossing signs.

Railroads participating in the program include the Great Northern, Union Pacific, Chicago and North Western and the Burlington.

According to the National Safety Council, more than 1,200 motorists were killed last year in crossing collisions.

A study by Iowa State College's driver training laboratory showed that the incidence of

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Five Years of Study and Research By Trained Traffic Engineers Has Resulted in a Sensible Plan To Solve the Parking Problem in Medford.

NOW IS THE TIME

Now Is the Time to Inaugurate This Self-Supporting Off-Street Parking Plan. Make Parking Pay For Itself By Voting 51 X YES!

INFORM YOURSELF AND VOTE

51 X YES

CITIZENS OFF-STREET PARKING COMMITTEE

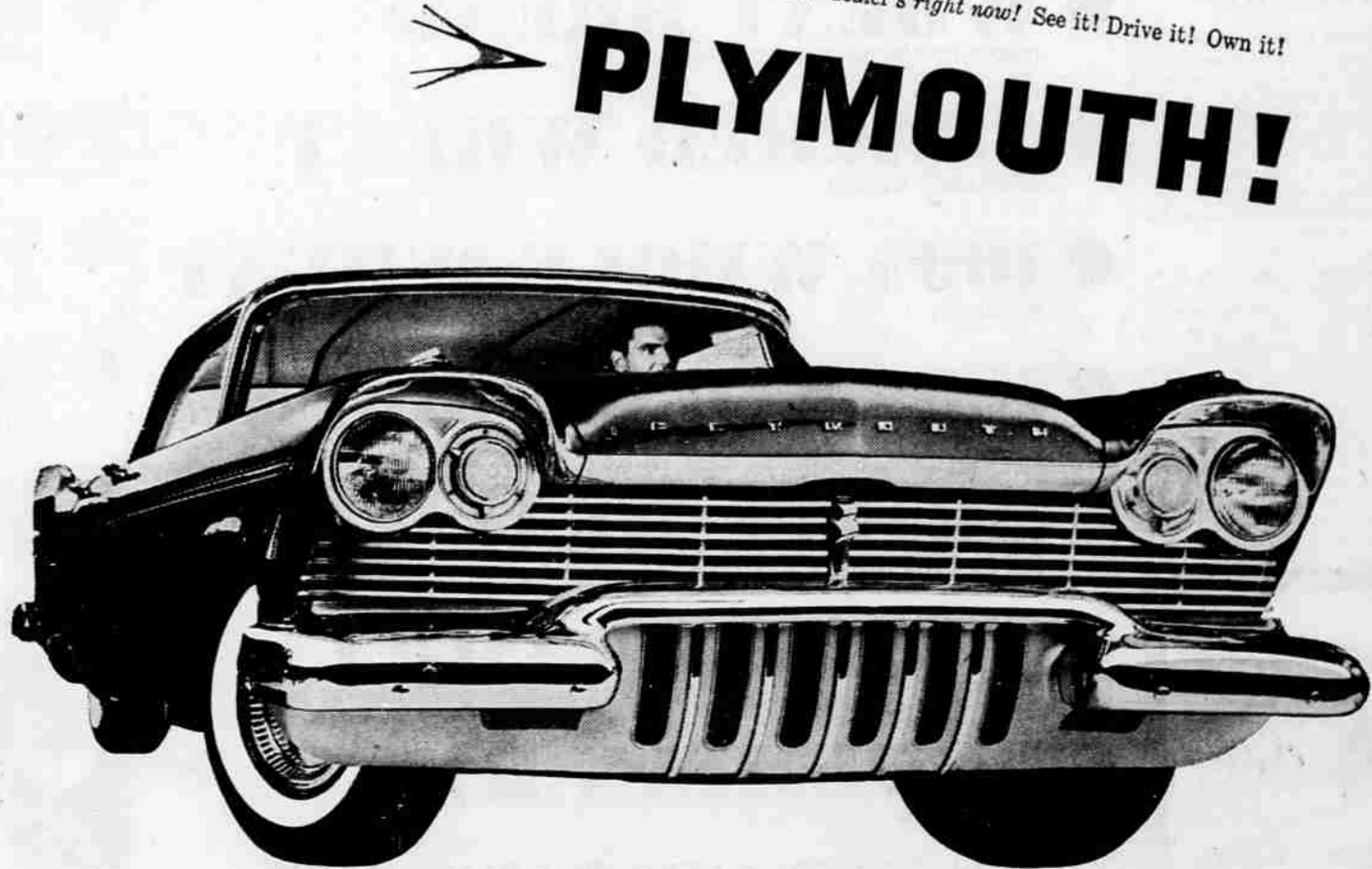


SUDDENLY, IT'S 1960...

In one flaming moment, Plymouth leaps 3 full years ahead—the only car that dares to break the time barrier:

Plymouth's traditionally great engineering brings you the fabulous new Fury "301" V-8... revolutionary new

Torsion-Aire ride... exhilarating sports-car handling... new super-safe Total Contact Brakes... dramatic Flight-Sweep Styling. The car you might have expected in 1960 is at your Plymouth dealer's right now! See it! Drive it! Own it!



We Believe

MEASURE No. 4 Should Be Approved!

The following is a reprint of an editorial published in the Oregonian, Saturday, Oct. 6, 1956:

Whither Coroners, Surveyors?

Measure No. 4 on the state ballot, which would remove county surveyor and county coroner from the list of elective county officers prescribed by the state constitution, is the outgrowth of a 1953 state Supreme Court decision. The high court ruled that the legislature was powerless to establish qualifications for the constitutional county offices (clerk, treasurer, sheriff, coroner and surveyor) other than the single qualification noted in the constitution: That the officer be an elector of the county.

The case had come to the high court on the appeal of Peter W. Welch, whose election as Multnomah county surveyor had been invalidated in circuit court on the basis of a 1949 statute (ORS 204.015), which read: "A person is not eligible to hold the office of county surveyor unless he is registered under the laws of this state as a registered professional engineer or a registered professional land surveyor."

"The law is well established that, where a state constitution provides for certain officials and names the qualifications for such officers, the legislature is without authority to prescribe additional qualifications," the court ruled. Mr. Welch was confirmed in the office he still holds.

The argument of the proponents of Measure No. 4 is that the duties of both offices require a technical competence which can be assured only by the statutory requirement of qualifications for office. But it should be noted that the amendment does not provide for such qualifications. It merely eliminates the constitutional status of the offices of county coroner and county surveyor and leaves the specification of qualifications, if any, to the legislature.

This is probably a good idea, whatever one thinks about the need for qualifications. Both offices are in a sense outmoded, and in many states their duties are performed quite adequately by administrative technical personnel. There is no good reason why they should be elective, and the passage of Measure No. 4 could be the first step in removing them from the ballot. Should that be done, the question of professional qualification for office would be settled. That would be the responsibility of the appointing authority.

No one suggests, for example, that the office of county road master—a much more exacting one than that of either the coroner or the surveyor—be elective. Nor would we expect it to be occupied by any but an experienced engineer.

Measure No. 4 should be approved.

Vote X 4—Yes!

FRANK & BILL PERL
FUNERAL HOME
Pd. Political Adv.