

MEDFORD MAIL TRIBUNE

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NATIONAL EDITORIAL ASSOCIATION

OREGON 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

Nov. 22, 1946 (Friday) Annual Firemen's Ball will be held Thanksgiving night at Merrick's ball room with music furnished by Eddie Fitzpatrick and his orchestra.

From Arthur Perry's Ye Smudge Pot column: A resident of the hill regions towned yes. He reports lots of fine snow, and feets his coarse rheumatism will return.

20 YEARS AGO

Nov. 22, 1936 (Sunday) Annual Thanksgiving turkey shoot of Medford Gun club held at club's traps north of airport this morning.

An exhibit of her oil paintings will be held this week by Mrs. Lottie Rogers at her home in Ashland.

30 YEARS AGO

Nov. 22, 1926 (Monday) Medford committee of Tuberculosis association meets at home of Mrs. Lynn Smith, chairman, to confer with Mrs. Alice Holloway.

Crater Lake chapter of the Daughters of the American Revolution celebrates seventh anniversary at luncheon in Holland hotel.

40 YEARS AGO

Nov. 22, 1916 (Wednesday) City council passes ordinance requiring vehicles, whether motor vehicles or buggies, to carry a white light in front and a red light in back.

Republican County Chairman Bert Anderson announces that campaign contributions totaled \$1,009.36 and disbursements totaled \$925.45 in the county leaving a balance of \$84.34.

50 YEARS AGO

Nov. 22, 1906 (Thursday) J. A. Parker reelected president of the Commercial club last night.

The Ladies aid of the M. E. church will hold a handkerchief sale at the Angle opera house tomorrow.

What's the Answer?

Can You Get 4 of the 7? Cons. 1953 Editorial Research Report

- 1. Secretary of State Dulles is older or younger than Pres. Eisenhower, or the same age? 2. Fort Said is at the Mediterranean or the Gulf of Suez end of the Suez Canal. 3. Pres. Eisenhower's percentage of the 1956 vote for President was or wasn't higher than that for any other President of this century? 4. Total U. S. economic and technical aid to Israel since 1948 has come to about \$40, \$140 or \$400 million or \$1.4 or \$4.0 billion? 5. A higher percentage of U.S.-made passenger cars or trucks are sold abroad, or is it about 50-50? 6. Russia is supposed to have a very powerful, somewhat weak, or just about average-strength submarine fleet? 7. Theodore Roosevelt McKeldin as Republican governor of New Hampshire, Maryland, Illinois, Wisconsin or California? The answers: 1. 2 1/2 years older. 2. Mediterranean end. 3. Wasn't; Roosevelt's was much higher in 1936. 4. About \$400 million. 5. Much higher percentage of trucks. 6. Very powerful. 7. Maryland.

Warning to S. P.

Ever since the S.P. arbitrarily discontinued all passenger service between Eugene and Dunsmuir, Calif., the Mail Tribune has fought for its reinstatement.

During all that time the only newspaper cooperation we received was from the Ashland Tidings and the Roseburg News-Review.

But when the SP in its determination to become exclusively a freight line and thus increase its already large profits, decided to curtail its passenger service south from Portland as well as Eugene, a different ox was gored and both the Portland Oregonian and the Salem Statesman took up their 8 ounce cudgels against the reactionary policies represented by SP President Donald J. Russell and his associates.

This support was welcome and heartening, particularly from the Oregonian, whose influence is statewide.

In a well written editorial entitled "More Than Arithmetic," our leading metropolitan paper concluded as follows, quote:

"It is encouraging to find that Mr. Russell's views of the situation finds dissent within his own industry. Recently the president of the Northern Pacific Railway, Robert S. Macfarlane, said that for railroads to raise public doubts about whether they wish to continue to carry passengers 'is bad for our business and bad for employe morale.'"

The N.P., said he, hopes to retain and build up passenger business with such innovations as lightweight streamlined sleepers, luxury lounge cars and uniformed stewardesses. "It is my belief that with favorable schedules, up-to-date equipment and top notch service... Northern Pacific will be an important factor in long haul passenger business for many years to come." His observations are encouraging to those who believe a passenger train stands for something more than a string of figures in a company ledger."

That's good doctrine. It adds another transcontinental railroad to the list headed by the public-spirited and prosperous Santa Fe, which also scorns the SP's selfish and defeatist attitude as far as the maintenance of adequate passenger service is concerned.

BUT the best comment we have read on this entire railroad passenger problem for some time was contained in a communication by Charles F. Cunningham of 445 South East 67th Ave., Portland to the Oregonian commenting favorably on this editorial. It is so much to the point and expresses so clearly the basis of this paper's complaint regarding the Southern Pacific that we print it in full as follows:

WARNING TO RAILS To the Editor: I thought your editorial "More Than Arithmetic," which disagreed with Southern Pacific President Donald J. Russell's notion that allegedly "unprofitable" passenger service should be curtailed (not to mention his frank prediction that railroad passenger service will have been abandoned 20 years hence) was very good. Mr. Russell's opinions are obviously based upon the completely false assumption that railroads are primarily private businesses. Since it is obvious that railroads are not primarily private businesses but public utilities which were given their rights of way and further subsidized by the federal government, it follows that the people of the United States are entitled to receive certain services in return for their gifts to the railroads. For a railroad suddenly to pretend that it no longer has any obligation to the citizenry other than to maintain only those services upon which it can make a profit is ridiculous because the railroads did not supply all their own capital in the first place but were substantially dependent upon government subsidy.

In my opinion, Mr. Russell's opinions are not only dead wrong but, should he be successful in putting them into practice, will only tend to bring about complete government ownership of the railroads. After all, if the railroads are allowed to abandon the shipment of their least profitable commodity (passengers), it is only one short step back to allowing them to set their own rates and refusing to ship other less profitable commodities. Few of us at this date remember that, once upon a time, both our highways and our postal service were operated privately. The reason they are no longer operated privately is that it simply didn't work. Thus far we have been able to operate our railroads with some semblance of public ownership, but the minute we allow these public utilities to start curtailing service, to the American people we had better start casting about for some system of government ownership. That's what happened on the highways and that's what will happen on the railroads if they don't continue to provide all services needed.

CHARLES F. CUNNINGHAM 445 S. E. 67th avenue.

NO one WANTS public ownership of railroads. But if the sort of leadership represented by the Southern Pacific should prevail in U.S. rail transportation as a whole and be carried to its logical conclusion, then private ownership would so fail to meet the legitimate transportation demands of the public that the demand for such a radical change would in all likelihood become overwhelming.

The fact that the SP is practically alone in its revival of the "public-be-damned" policy, however, that such powerful railroad executives as the heads of the Santa Fe and the Northern Pacific oppose it and favor the retention and improvement of passenger transportation as a public service; added to an increased public demand for stronger controls over railroads both intra-state and national, renders any such outcome highly unlikely.

In other words enlightened self-interest promises to come to the rescue of the nations railroads, before any such selfish and reactionary policy as that held by the executive heads of the Southern Pacific can be generally adopted.—R.W.R.

California Election Record Catalogued

Los Angeles — (U.P.) — The personal papers of the late Edward A. Dickson, a record of California and national election campaigns, are being catalogued at the University of California library here.

Dickson was once publisher of the Los Angeles Evening Express and, with Chester Rowell, then editor of the San Francisco Chronicle, founded the Lincoln-Roosevelt league that helped to elect Hiram Johnson on a reform ticket in 1911.

Today and Tomorrow

By Walter Lippmann

WHERE ARE WE?

The situation in Egypt is still in a state of crisis and there is as yet no present prospect of a settlement of the larger issues. The immediate business in hand is to get enough of a truce to keep the conflicts at the canal and over Israel from expanding and exploding.



Walter Lippmann

As soon as the basic operation has been started—the U.N. coming in and the British, French and Israelis going out—Washington should take in hand the problem of the threatened oil shortage in Western Europe. This problem can be solved, though it will take effort and money, and no time should be lost in making it plain to the world that we mean to see that the problem is solved.

It is now reported that Col. Nasser has reached some kind of understanding with Mr. Hammarskjold about allowing the U.N. to participate in the clearing of the canal. This is very good news if it can be taken to mean that Egypt will cooperate actively in the enormous task of opening the canal. For without Egyptian cooperation, there is no telling how long the work would take.

None the less, the mere change in emphasis already made is a gigantic new departure. For the last eleven years, the United States has poured out untold billions of dollars, has shed much brave blood in Korea, has made every kind of painful effort all over the world, for the sole purpose of building up and safeguarding and invigorating the Western Alliance. In the past, when the United States had to choose between the U.N. and the Western Alliance, the decision was always in favor of the Alliance.

Matter of Fact

By Joe and Stewart Alsop

Downgrading The Alliance Washington — The human drama of the last event-cramped weeks has been greatly intensified by the role played by President Eisenhower. The President, who used to be content in most cases to "let Foster handle it," has now become his own Secretary of State.



Joseph Alsop

Even before the unfortunate illness of Secretary Dulles, the President was already moving gradually in this direction. The Secretary's forced withdrawal from the scene then abruptly placed the entire responsibility in the President's hands. He has accepted it cheerfully and with alacrity.

In this new role, Eisenhower has resolved differences of opinion by personally dictating important cables at National Security Council meetings. He has supplemented his normal diplomatic channels by personal contacts with foreign representatives, as when he received the French Ambassador, Herve Alphand, at the White House, and when he talked at length by telephone with British Prime Minister Sir Anthony Eden at the time of the Suez cease-fire.



Stewart Alsop

He has read the riot act, too, when it seemed to him wise to set a new tone, as when he cured the first paroxysm of hysteria caused in Washington by the sudden Anglo-Franco-Israeli move against Egypt, by sharply reminding his subordinates that we still had to remember who were our real friends and enemies. In sum, Dwight D. Eisenhower has been in day to day operating control of American diplomacy throughout this crisis period; and he seems likely to keep this close control even after Secretary Dulles' return to duty.

This in itself is a critically important development. In a rather curious way, moreover, it has already changed the whole painstaking, committee-ridden method of U.S. policy-making. The truth is that an almost defied aura now surrounds the re-elected President. "Ours not to reason why," is very much the attitude nowadays, even among the most independent-minded policy-makers.

Thus the future meaning of the President's decisions does not seem to have been studied very closely. In effect, a new American course in the world has been three quarters charted, without any really painstaking inquiries as to where the new course may lead. To be sure, the new course is mainly a matter of emphasis, thus far. The Western Alliance has been de-emphasized, and a strong new emphasis has been placed on the United Nations, and especially on the United Nations General Assembly. Meanwhile, the President himself has taken great pains to assure the British and French governments that he wishes to heal the recent breach in the Western Alliance, and to strengthen the Alliance by all means possible at the very earliest opportunity.

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Now, however, the choices are being made just the other way. This was exemplified by the dusty answer given the British and French when they asked for rather modest American help with their grave oil problem. It was again exemplified, and even more dramatically, when the President also refused to intervene in any way in U.N. Secretary General Dag Hammarskjold's negotiations with Egyptian President Nasser. By this latter decision "to support the United Nations" (the official phrase), another significant step was taken in the strange process of transforming Egypt's smashing military defeat into a smashing political victory.

This Egyptian political victory is being achieved, it must be remembered, at the expense of our two chief Western Allies, Britain and France, as well as the expense of Israel, whose survival this country is morally bound to guarantee. We may also wish, and the President certainly wishes, to conserve the Western Alliance, but the question is not whether we wish to conserve the Alliance. The question is, rather, whether we shall be able to conserve the Alliance, after the other principal Western Allies have begun to suffer the predictable consequences of their Middle Eastern defeat.

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In the Day's News

By FRANK JENKINS

What's the world situation today? It's touchy.

The experts think the anti-Stalinists in the Kremlin (Krushev and Bulganin) are probably under severe attack by the pro-Stalinists — headed by tough old Molotov. The stakes in such a struggle are high because the big question to be decided is who will hold the reins of power and who will get shot against the wall.

THE showdown may come next week, when the central committee of the Russian communist party meets in Moscow. The central committee is the chief policy maker for the communist party — which runs Russia, although it numbers only about 10 per cent of the population.

WOULD a shooting battle between Russian factions be good for us? It could be.

The gang in power might start a world war in the hope of STAYING IN POWER. That's the big danger.

THIS much can be taken for granted: On every U.S. base and every U.S. warship within reach of Moscow the pilots are alerted and their engines are warmed up. And their bomb bays are full of bombs. Grim? Well, we mustn't be caught napping. That would be fatal.

LET'S turn to something pleasant. In Oregon, sales of U.S. savings bonds ROSE 7 per cent in October of this year over October of 1955.

Why is that good? The answer is simple. THE more money the people save up the more money will be available for loan to those who want to build new houses to live in and new factories to provide employment for our people.

There is a lot of talk about "tight" money, and the politicians would have us believe that all that is necessary to relieve the tightness of money and credit is to wave a wand. It isn't quite that simple. Money is a commodity. When it is scarce — when the demand for it exceeds the supply — it is high-priced. And hard to get. When it is abundant, it is lower-priced and easier to get.

Money is abundant when people save more than they spend. It is tight and hard to get when people generally spend more than they save. That's the long and the short of it.

IN THE state of Oregon as a whole, the people increased their purchases of savings bonds in October of this year over October of last year. The increase, as already stated here, amounts to 7 per cent.

In the five principal counties of Southern Oregon — Douglas, Josephine, Jackson, Klamath and Lake — savings bond sales in October fell behind sales in October last year by 9 per cent. But in Klamath and Lake counties they increased better than 14 per cent. The increase in Lake county amounted to 14.7 per cent and in Klamath county by 14.2 per cent.

COLORED NUMBERS Sherman, Tex. — (U.P.) — Jerry Bell, a junior at Austin College here, has a system which he says enables him to remember telephone numbers by the hundreds. The 20-year-old student associates each number with a color—white for one, blue for two, etc. He says he knows every phone number in his home town, Gainsville, Tex., along with the numbers of every student at the college.

DEER PARADISE Madison, Wis. — (U.P.) — Bow and gun hunters have killed 180 deer in the past two years on little Rocky Island in Lake Superior, according to the Wisconsin Conservation Bulletin. The island covers only two square miles. So the average kill has been 45 deer per square mile per year. "And there are still deer left," the publication said.

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.

For Fair Deal

To the Editor: You can include me in, all the way, with last week's M-T editorial on a fair deal for log-haulers. Several years of my life were given to the interests of that hard-working, long-suffering, generous-hearted tribe, riding in their big diesel-powered logging trucks with them, eating with them in cook-shack or sharing lunch in the timber, sleeping with them; yes, and grieving with them for a still form on a waiting stretcher in some back-of-beyond columned forest hall, far from where some kiddies will stare in wide-eyed wonder at a mother who will weep for the loss of her protector, shelter and bread winner. Items in the daily paper tell of it in tragic regularity.

Yes, it is a chance business when men must fight great concentrated weight with the might of concentrated power in nature's grim back-yard. For logs must be placed just so on the logging truck to load limits that the trip will pay but not too much or there will be loss and grief at the weighing scales.

All this with the new steel reach replacing the old wood ones, extra safety binders and steel bunk-stakes in place of the old time "cheese-blocks" with the one chain holding the load on the bunk, the log-haul truck is well along the safest vehicles on our highways and a vital factor in our economy.

If the average driver on our highways would observe anywhere near the same courtesy that log-haulers observe like swinging wide to let traffic by on long adverse grades etc., highway driving would be much safer and thereby more enjoyable.

A high log load is a scary thing, coming up over a hill, especially to travelers from untimbered lands. So too are our river ferries that a few timorously creep onto, unmindful of the many cars and trucks that use them day in and day out. Accidents do occur on them and bridges that replace them, but they are all necessary to this booming far-west country. To those who care not to fight their way in and be a part of it, then retire to the comparative safety of the quiet eddy, for it all depends what one is used to.

F. J. Clifford 1211 West Main St. Medford

California Brush Fire Out of Control

San Bernardino, Calif. — (U.P.) — A 10,000-acre brush fire burned out of control on an eight-mile front east and north of here today despite efforts of a small army of firefighters to stop the advancing flames.

Forestry officials extended the time when they hope to control the blaze to Saturday when a wind shift fanned the partially controlled fire into new intensity Wednesday.

The gusty winds spread two fingers of fire into a single front and sent it roaring into an uninhabited area four miles from the mountain community of Running Springs. Rangers said there was no immediate danger to the resort area.

In four days, the blaze has caused the death of one fire fighter, inflicted severe burns on seven others and destroyed a powder plant, five homes and numerous other structures.

JOKE Knoxville, Tenn. — (U.P.) — A Knoxville News-Sentinel headline read "U.S. Finding Way to Cut Fall-out," referring to the radioactive substance. It wasn't long before an unidentified telephone caller asked the city desk: "Are we going to go from summer right into winter?"

To Hunters

To the Editor: To the army of hunters that will go out on a day or two to complete the slaughter of our few remaining deer. Two does were reported seen in the Silver Lake area. The game commission sells \$15.00 tags for that area. Go get them boys.

All over the state it's the same. Controlled areas, special areas, hunt them down. If you can't get them in the summer range go after 'em in their winter range. The bucks are not edible now but who cares about that. They make good targets. Also, they are in the rut, not so shy. They stink to high heaven, but one can cut off the horns if one does a quick job, and has a strong stomach. The does are carrying next year's fawn crop. That makes it more sporting. Not all hunters can kill two at every shot.

It is time we all did some shooting. Fire a barrage of protest at the game commission that will jar, there, loose from the present form of management or mismanagement. Two or three years ago there were three deer to one snow. And three hunters now to one of 20 years ago. I still believe in the fire grade rule if you have three or more and take away two, only one remains.

If this letter saves the life of one poor run down stinky buck, then I will have been well paid for the effort. G.H.B. Prospect, Ore.

Explanation Saves Day for Glad Driver

Tulare, Calif. — (U.P.) — A highway patrolman finally offered an explanation that saved the day when William Glad, of Belleville, Ill., almost got into trouble introducing himself.

Glad found the front end of his car wedged in the trunk of a vehicle driven by Luis Prado, of Los Angeles, when he came to a sudden stop at a signal light in Tipton, south of here. When he realized there wasn't much doubt as to who was at fault, Glad stepped over to Prado and said:

"How do you do? I'm Glad. Prado replied angrily. "You're glad? You mash in my nice car, and you're glad?"

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