

Matter of Fact

By Joe and Stewart Alsop

BLOOD, SWEAT AND DIVIDENDS

Washington—The word has already gone down that the President's message on the State of



Stewart Alsop

the Union, the most important state paper of each year, is to be grave in tone and to have peace for its theme.

There will be none of the easy boasting about peace in our time that recurred so often in the Republicans' campaign oratory. Instead, the President is reported to intend underlining the dangers of the world situation. The simple but often forgotten truth is to be emphasized, that peace is not usually attained by mere good intentions and firmly worded resolutions.

Sacrifices in the cause of peace are to be called for. With a certain ironical exaggeration, some of those in a position to know are saying that the President means to offer the country the old Churchillian diet of "blood, sweat and tears."

Thus far, the President has merely informed his staff of his broad intentions. As Eisenhower speeches always evolve very considerably while in course of preparation, no one can tell yet how strong the speech will really be. But one point at least is pretty clear already. The practical actions that the Administration will take in the cause of peace, as embodied in next year's budget, are going to represent a compromise.

IT WILL be, you might say, a compromise between events and George Humphrey. The Secretary of the Treasury is not only the most forceful and courageous member of the Eisenhower Team. He is also in the fortunate position of having many accomplices among the other team members. When he makes his annual drive to balance the budget at all costs, no leading figure in the State Department or Defense Department or any other department really fight hard against him.

But in the present instance, events have fought against him. Three simultaneous crises in the Middle East, in Western Europe and in the Soviet satellite area, plus strong hints that the Kremlin is now returning to a more belligerent policy, have been Humphrey's real opponents. They have combined to make the argument that serious cuts in national defense, for instance, are not exactly desirable at this time.

As has been pointed out already in this space, our existing defense structure has only been maintained in the last four years by running down all available surpluses to the vanishing point and by deferring all maintenance to the danger point. Secretary Humphrey's ally, Secretary of Defense Charles E. Wilson, might not approve these practices at General Motors, but they have been approved at the Defense Department none the less.

WITH the surpluses all gone and the maintenance deferrable no longer, a hard choice has had to be made this year. In essence, it was a choice between increasing defense appropriations by at least \$5 to \$6 billion, or dismantling part of the existing defense structure in order to reduce the cost of upkeep.

If events had not fought against Secretary Humphrey, the second alternative would surely have been adopted. The original target of Secretary Wilson was a defense budget of only \$38 billion, this would have meant increasing appropriations by a little more than \$1 billion, and meanwhile reducing the numbers of our air groups, infantry combat units and naval forces in readiness very sharply indeed.

The compromise that has now been worked out between Secretary Humphrey and events in-

stead provides for an increase in the defense budget of about \$3 billion, to a figure just under \$40 billion. This will necessitate no immediate and important cuts in American force-in-being, it will merely condemn certain units of the Army, Navy and Air Force to eventual obsolescence, because no orders will be placed for the new equipment they will need in the future.

A SIMILAR compromise between Secretary Humphrey and events has reportedly been reached in the field of foreign aid. With Europe's oil problem so acute and other needs growing more pressing, it will be very difficult to cut foreign aid. But no great new adventures, no "Little Marshall Plans," are to be attempted.

Meanwhile the enormous increase of national income should provide the tax revenues to pay the bill. Perhaps the best way to describe the new trend of American policy is "blood, sweat and dividends-as-usual."

New York Herald Tribune Inc.

In the Day's News

By FRANK JENKINS

Following their two days of private conferences, President Eisenhower and Prime Minister Nehru issued a joint communique.

In it they say their full and frank talks have confirmed "a broad area of agreement" about world problems and predict that their meeting of minds will "speed achievement of peaceful and friendly relations among all nations of the world."

WE KNOW about Ike already, and this meeting has brought out at least one good thing about Nehru.

HE HASN'T TALKED MUCH. That's good, because deeds speak so much more impressively than words. We'll watch Nehru's deeds after he gets home.

THE dispatches tell us the joint communique issued by Ike and Nehru was purposely vague. It didn't even mention any of the specific topics that were discussed.

But, the dispatches add: "It is known they talked about the status of red China—which India recognizes and which the United States has made clear it can not recognize without great changes on the part of red China's government."

IKE, a sound thinker and a devout Christian, might well have quoted to Nehru the Golden Rule:

"Therefore all things whatsoever ye would that man should do to you, do ye even so to them: for this is the law and the prophets."

He could have said to India's prime minister: "If, over a period long enough to prove their sincerity, the red Chinese will follow that rule, we'll consider admitting them to our circle of friends and associates."

TWO good Christmas stories are going the rounds of the news. Here's No. 1: At one of the areas where Hungarian refugees are being housed while arrangements are being made to get them settled in their new homes, kind-hearted people got worried over what Hungarian children might want for Christmas gifts. So they instituted inquiries.

It developed quickly that the little girls wanted dolls and the small boys wanted toy trains.

MORAL: People are PEOPLE the world over. And children are children.

HERE'S No. 2: Two typical Americans—that is to say, two men who under our beneficent economic system have about everything in the way of small personal possessions they really want and need—had been beating their brains trying to think what they could send to the other that would really hit the spot.

Finally one of them cut the

Today and Tomorrow

By Walter Lippmann

NEHRU IN WASHINGTON

There can be no such thing, I would suppose, as a measure of what was accomplished by



Walter Lippmann

Prime Minister Nehru's visit to Washington. His talks with the President were private, and the official communique is not commu-

nicative. It is fair to assume that out of the long talks there came not specific decisions but a "broad area of agreement" within which both men acknowledge the same general principles and express the same general intentions.

There can be no doubt that this is a very good thing indeed. But time alone will tell how the general agreements are construed by the operating officials in Washington and in Delhi and at the U.N. in New York. One might say, for example, that it is almost certain that Eisenhower and Nehru have much more in common than do Mr. John Foster Dulles and Mr. Krishna Menon. This causes one to wonder whether Eisenhower and Nehru agreed upon how, when they are separated by half the world, they can carry forward consultations which began at Gettysburg.

IN thinking about private meetings of this kind between the heads of governments, most of us carry around with us the memory of the war-time meetings between Roosevelt and Churchill. Those meetings set the pattern and precedents in our age for meetings at the summit and they have habituated this country to the expectation that great and important business will be transacted. Roosevelt and Churchill used to bring along with them to these meetings their highest military and diplomatic agents and they made agreements and reached decisions on which the two countries then acted.

This image is now quite misleading and we must clear it from our minds. This is particularly true of the meeting between Eisenhower and Nehru. For these two men would not if they could and could not if they would, publicly adopt and pursue a joint policy. The essential principle of Nehru's policy is that India is to make no enlarging alliance, is to have no fixed alignment with the Communist orbit or with the Atlantic powers. It follows that nothing in the nature of a joint program could have come out of the Gettysburg talks.

THE real question is how far, since joint action is not to be expected we may look forward to parallel action. The impression I gleaned from this, and that is about as follows: Nehru has been completely convinced of Eisenhower's sincerity as a man of peace. The

notion has been widely held in Asia fed by some mighty foolish speeches made over here that the ultimate purpose of this country was a preventive war. We can, I believe, count on Nehru as a powerful witness in our favor in Moscow and in Peking, and all over Asia.

Nehru, on the other hand, pretty well disposed of the idea that he is a crypto-Communist. Practically nobody who has known him, and is informed about how he governs India, has had so much talk by his enemies in America that his appearance in Washington was salutary and has done much to clear the air.

AT the level of practical issues in foreign affairs we may distinguish three fields—China, the Middle East and Russia-and-Europe. My impression is that for India the highest priority is in her relations with China, with the China whose population is growing seriously, whose industrialization is proceeding at a very rapid pace.

As for the Middle East, I got the impression that India's action is not unaligned. It moves, so to speak, in a channel. One bank of the channel is the living memory of the old European colonial system in Asia. This tends to confine India to the role of a paglian of the former colonies, and to inhibit India as a mediator between East and West.

The other bank of the channel is in India's difficult and dangerous relations with the Moslem world, particularly with her own Moslem population and with Pakistan. Nehru is in no position, it would seem, to take any serious risks when Moslem sentiment is involved. This too inhibits him in the role of mediator.

AS FOR Europe, my impression is that India does not regard the grave problem of Germany, of East Europe, and the Soviet Union as within her field of effective influence. She does not regard herself as a world power in the sense that she can or should play a principal part at such a distance from home. We must not, it seems to me, expect India to take a leading role in Europe.

What I have been saying consists of impressions and inferences, and nothing in it should be regarded as more definite or more authoritative than that.

CONGRESSIONAL QUIZ (Copyright, 1956 Congressional Quarterly)

Q—If Senate Democrats and Republicans tied on the question of which party should organize the Upper Chamber, who would settle the question?

A—The Vice President would vote to break the tie.

Editorial Comment

"FRIENDLY" SP

I doubt if any railroad in the United States really wants to operate passenger trains. Every railroad company doubtless would be delighted to rid itself of the necessity for transporting passengers. Many of them, however, realize that they are public-service institutions. They acknowledge a general obligation to the public. But not the "Friendly" Southern Pacific.

The evidence is conclusive, I believe, that the "Friendly" Southern Pacific deliberately "murdered" passenger traffic in Southern Oregon by reducing its service to a point unfit for man or beast as a means of further padding its bookkeeping exhibits of deficit operation. Reports from the Willamette Valley indicate that "The Treatment" has started there—poor service, poor trains, poor equipment, etc.

Senator Neuberger definitely is on the right track in urging the Interstate Commerce Commission to develop a more realistic formula upon which to calculate passenger service deficits. He will be going up against a tough and vigorous lobby in trying to put his ideas across.

In the meantime, here in Oregon, we have an opportunity, through our next legislature, to put some teeth into our public utilities laws and give our public utilities commissioner some authority to regulate railroads in the public interest. Again, there will be a powerful lobby to work against any such legislation.

The public utilities commissioner is Gordian knot. He sat down and wrote his friend as follows: "For years I've been sending you shirts and neckties you'd rather have chosen for yourself. For years you've been sending me shirts and neckties I'd rather have chosen for myself. This year I'm sending \$20 to the needy Hungarians FOR YOU. You send \$20 to the needy Hungarians FOR ME. I'm sure we'll both be happier."

tioner in California, not only denied railroads permission to discontinue some of their passenger runs but ordered them to improve their service, and spelled out in detail the service to be provided. He got away with it. Our public utilities commissioner here in Oregon should be given the same authority. Editor Charles Stanton, Roseburg News-Review.

OREGONS TAX PROBLEM ... Now what does all this (a discussion of comparative tax rates in Pacific Coast states) add up to? Simply that those higher income brackets face lower tax-wise in Oregon than in the other states. None of the states is a tax haven for corporations. Any loss of industry to Washington because of taxes may be due to personal decision of managers who seek to escape payment of a state income tax. It must be remembered however that state and local taxes are deductible on federal tax returns, so that the penalty of a higher state tax is softened by the lighter federal income tax.

The study really just confirms what was pretty well understood by those familiar with the tax structures of the several states. Taxes are high in all the coast states because the people demand a high standard of government—and lots of it. They seem to hurt more in Oregon because our wealth is less than that of our coast neighbors.

What we Oregonians need to do is to devote less attention to the shifting of tax burdens and ferreting out more sources of revenue and more attention to holding down the costs of state and local government.—Charles Sprague in Oregon Statesman, Salem.

JOIN THE ARMY The department of defense has ordered the fluoridation of water supplies on all military bases where dependent children live. The moral, we would say after last November's election, is that if you want your children to have good teeth, you'd better join the Army.—Eugene Register-Guard.

"The Public be Damned" Again

When the Southern Pacific petitioned for the elimination of all passenger service from Eugene to Dunsmuir, Calif., one of its many claims was that such action would greatly improve and facilitate its freight service, in the area affected.

There was about as much validity to this claim, as to the many others made by the SP at that time.

INSTEAD of the freight service being improved between Medford and Portland, it has been impaired. Formerly there was daily freight service between southern Oregon and Portland, but a few weeks ago this was abandoned and now to the indignation and financial loss of many residents there are only two or three freight trains a week.

WITH their usual lack of humor and intelligence, the SP moguls blandly pull out the same excuse they made for abandoning passenger service, namely "lack of patronage."

It seems freight business has declined (which it always does at this time of year) so instead of considering the question of public service, its promises, and its obligations, but considering only the matter of more profits, that old weather-beaten banner "The Public be Damned" was raised once more by the SP and the all-precious overhead and service again reduced.

A PROTEST to the state Public Utility Commissioner will be filed and the usual effort made in that direction to get some justice and relief. But judging the future by the past, there will be no real help from this source. Probably it will be claimed that under the laws as now written, the P.U.C. has no jurisdiction. But if that "alibi" isn't used some other equally effective will be, and the people of Southern Oregon as usual will be "damned," as far as any proper service, passenger or freight, to this section of the state is concerned.

IT IS really an outrageous situation, and only brings into sharper relief than ever, the inescapable obligation of the representatives of the people at Salem to do something about it.

The issue is really a simple and clear-cut one. It is whether the mighty Southern Pacific is going to run the affairs of this state, or the people of the state are going to have something to say about it.

Also is the Southern Pacific lobby up at Salem going to have things its own way next month as usual, or are the members of the Legislature going to have something to say about THAT?

IT SHOULD be an interesting session to watch. The interests of thousands of people living in the vast and growing section of the state from Eugene to the California line will be affected; and if nothing is done to compel the Southern Pacific to fulfill its obligations as a public utility and a common carrier, the members of the 1957 Legislature will have to answer for it.

FINALLY, as has been stated before in this department, one of the first things on the agenda should be either to abolish the office of Public Utility Commissioner, (for as things now stand it is a farce), or so rewrite the laws that the occupant of that office will be able not only to issue orders but able to see that they are ENFORCED, whether the SP likes it or doesn't. —R.W.R.

How About the I.C.C.?

With the opening of the new congress, the rat-race known as committee investigations will no doubt be in full blast again. Well, while the committees are at it we wish one of them would, for the sake of novelty and a change of pace, investigate the Interstate Commerce commission.

WE WOULD like to know, for example, something about the backgrounds of the members of this powerful body and why it is that they as a unit NEVER refuse to raise freight or passenger rates on request, but ALWAYS refuse either to lower or readjust them?

The freight rates for decades have been unfair to the far West, particularly in the case of inland as opposed to Pacific port points, but grossly slanted in favor of the Midwest and Atlantic seacoast, at all times.

Many efforts, dating back over 40 years, have been made to correct this discrimination but the I.C.C. has never seen fit to do anything about it.

NOW there has been another boost, and even more are to be requested, according to the Oregonian which is as strongly opposed to such action in this field as is the Mail Tribune.

In fact we shall conclude today's discourse by the following extract from the lead editorial of the Oregonian of last Friday, quote:

"Every general increase in railroad freight rates is equivalent to shoving the West a few hundred miles farther out into the Pacific. Eventually must come a point of no return, when rates will be so high that we cannot ship produce to the East in competition with closer production areas and come out even a little bit ahead. And if we cannot sell in the East, we cannot buy there. Both areas will be hurt, and so will be the railroads which transport goods across the continent.

"Freight rate increases have been frequent in recent years. The one au-

thorized this week by the Interstate Commerce Commission, which gives eastern carriers a 7 per cent boost, and western roads 5 per cent addition, is the second this year.

"It is apparent that it would be suicidal to the railroads and murderous to western industry to continue to impose general rate increases on the country's shippers. Railroad costs more in the East where double and four-track lines must be maintained on property which represents extremely high investment. Some western railroads have oil and mineral properties which return high profits, yet they go along with rate increases designed to protect eastern capital. It is time to overhaul a system which threatens to convert arteries of communication into

It is indeed! We earnestly hope our respected and powerful contemporary will be able to do something about it.—R.W.R.

POTLUCK

(By M-T Staff and Contributors)

MANY items often are misplaced due to the last-minute Christmas rush. A woman told us that a friend of hers called to inquire if she had lost her false teeth. A spare set had been found in her car and she was desperately calling friends in an attempt to find the owner—so far without success.

EACH Christmas, not only things are misplaced, but the rush occasionally confuses some of our helpful correspondents. One news release from a church last week, in describing a Christmas program, stated that "the chorus will interrupt the song at the angles."

RECENTLY, a man we know was doing a bit of shopping in a downtown store and was chatting with a clerk he knew. The clerk said he had a problem, namely: "I know a girl who doesn't know what you want for Christmas."

REPORTS reach us that at a doctor's office the TV set which is usually going full blast in the waiting room has been displaced during the Christmas season by a tiny, fully-decorated Christmas tree, much to the satisfaction of the patient making the report.

YULE TREES are nice, all right, but we are told that other patients of the doctor's office—excluding one man who works in the same building and who regularly comes in at a certain time in the afternoon, watches a certain soap opera from beginning to end, then returns to his own office.

CLIPPED from the Oregon Statesman: "Will everyone who doesn't get a Christmas card from someone he'd like to send one to please stand up? Bet we can't count on one hand."

HAS unfavorable weather had a bad effect on shoppers? This question was asked during the Christmas shopping season. "We had to keep a close watch on our necktie racks to keep people from hanging themselves."

RELATIVELY few brand-new fathers are entirely rational, we suspect. One we know, a doctor who likes to do his paperwork at home in the evening, sat up with his wife's daughter until 1 a.m. the other night, doing his homework and "improving her musical appreciation with a talk stack of records."

IN this humbug season, we told you about the Newsworm worker who said he couldn't hear well without his glasses on. He "discovered" after making that remark, that one of the new goggles now on the market is a pair of glasses with a hearing aid hidden in the ear-piece. He's regarding his own glasses with some suspicion, these days.

SATURDAYS in January will be devoted to a Medford High school recreation basketball league schedule. At this time of the year we note with apprehension that one of the first games will be between the "Annoyants" and the "Unholy Five."

THE county clerk's office last week recorded our favorite assumed business name of the week: "Fas-Me-Quick Mistletoe."

MOTHER of a little girl who had missed her cue on stage during a church Christmas program overheard another woman remark, "I'll bet she is a female Dennis the Menace at home!"

A MAN we know gave his 8-year-old daughter a dime and sent her to a "phone booth." He figured it was time she was learning to use a pay telephone. She made the call successfully, and enjoyed it. Later, with a nickel of her own, she went to a booth, intending to "pretend" to call, knowing she'd get her nickel back. She completed her nickel-back call and hung up the receiver. She got her nickel back—all right—and another \$1.25. A small change tumbled into the coin-return slot.

SINCE practically everyone has completed mailing their Christmas cards by now, we feel free to tell about a man in Portland we heard about, who had addressed 400 cards to mail out. He carefully addressed every one to himself, put one name and address of the person he wanted to receive the card in the upper left-hand corner of the envelope, and dropped them unstamped in a post box. Each one was delivered promptly to the person he wanted it to go to, marked "Returned for Insufficient Postage."

MERRY CHRISTMAS, EVERYONE!

Medford Mail Tribune advertisement listing staff members: Robert W. Ruhl, Editor; Herb Grey, Advertising Manager; Gerald Latham, Business Manager; etc.

National Editorial Association advertisement listing members: West-Holiday Company, Inc.; Office in New York, Chicago, etc.

Flight of Time advertisement for Medford and Jackson County history from the files of the Mail Tribune.

10 YEARS AGO advertisement for Dec. 23, 1946 (Monday) mentioning parcel post totals and volume.

20 YEARS AGO advertisement for Dec. 23, 1936 (Wednesday) mentioning Philander McEntyre and his number one old age pensioner.

30 YEARS AGO advertisement for Dec. 23, 1926 (Thursday) mentioning Santa Claus with reindeer and sleigh bells.

40 YEARS AGO advertisement for Dec. 23, 1916 (Saturday) mentioning F. V. Medynski and his files for mayor.

50 YEARS AGO advertisement for Dec. 23, 1896 (Sunday) mentioning Gov. Chamberlain and his achievements.

What's Your I.Q.? advertisement with a list of 10 questions and answers related to word puzzles and trivia.

EIG BANG DUE advertisement for Chicago cigars, mentioning a big bang out of Christmas.

Use Tribune Want Ads