

MEADOWS MAIL TRIBUNE

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NATIONAL EDITORIAL ASSOCIATION

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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

Dec. 26, 1946 (Thursday) Cold, murky weather discourages most outside activity...

20 YEARS AGO

Dec. 26, 1926 (Saturday) Over 400 needy families of Jackson county had Christmas dinners...

30 YEARS AGO

Dec. 26, 1926 (Sunday) The Mail Tribune - Virgin broadcasting station, KMED, goes on the air...

40 YEARS AGO

Dec. 26, 1916 (Tuesday) Election to determine whether or not proposed irrigation district shall be formed...

What's Your I.Q.?

- 1. In Stevenson's "Treasure Island" what was the surname of Long John? 2. How many States of the U.S. begin with the letter "A"?...

Festival Plans

We view with oddly mixed feelings the somewhat grandiose plans of the Oregon Shakespeare Festival association for what amounts to a new physical plant for the annual event.

The feelings are compounded of pleasure, skepticism and hope. The pleasure is for the design itself, which is tasteful, appropriate, decorative, attractive and eminently suited to the purpose.

The hope is for the chance of accomplishing a considerable portion of the job the association believes needs to be done.

BILL Patton, the efficient young manager of the association, declares there is a very real possibility that a substantial grant may come to the group from one of the big foundations, possibly on a "matching" basis.

The project probably would not have been worked out in its present form except for the fact that the stage and stage house are deteriorating badly, and cannot much longer be used with safety.

Combining the need for a new structure with plans for present and future needs, the association has come up with a design for a fairly elaborate and comprehensive "campus," centered around the present amphitheater.

OVER the years, a number of sideline activities have grown up around the festival itself, although the latter of course remains the heart of the program.

There is the Institute for Renaissance Studies, for example, which draws interested students from all parts of the nation during the summer months when the festival is in rehearsal and production.

There is the scholarship program, which assists students of the theater, both in acting and production, during their summer sojourn in Ashland. This is largely a product of the Tudor Guild, itself an organization auxiliary to the festival association.

THESE activities, entirely aside from the festival itself, require time, space and administrative activity. They add to the festival, and have had a major role in bringing the annual event international recognition.

The Oregon festival is unique among Shakespearean repertory theaters in this country in that it has always been self-supporting financially, whereas others have had a greater or lesser amount of assistance from a variety of sources.

This has been possible because local people have been willing to give their time, talent and interest to provide the things which other festivals have had to purchase. As a result, gate receipts have been sufficient to keep the festival in the black.

BUT if it is to continue and expand, the time has come when a new approach is necessary, the festival board believes. The immediate need is for a new stage, but administrative space, dressing rooms, rehearsal areas, and storage vaults are also necessary to the functions of the festival.

These alone will require a large investment, far beyond the unaided resources of the association as it is today. Funds will be sought from interested individuals and corporations, as well as from foundations.

The project is so designed that it can be stretched over a period of years, with the most important phases coming first, the desirable but secondary portions later as funds permit.

AS the festival has grown and developed over the last 20 years, it has become an important part of the summertime picture in the Rogue valley — not only as a tourist attraction (which it is, and a major one), but also as an event looked forward to by many of the valley's permanent residents.

Along with the "Footlighters," it furnishes an outlet for those who are theater-minded, and a source of pleasure for those who like Shakespeare as a playwright and those who enjoy the Elizabethan pageantry which is part of the attraction of the festival.

We wish the festival association well in its project. With the moral support of this area, it stands a good chance, we believe, of accomplishing much of its ambition to make the festival's Tudor campus a show place of southern Oregon. — E.A.

Skilled Hungarian Refugees

Fortunately for the United States, a considerable number of the Hungarian refugees being brought here seem to be skilled or at least semi-skilled workers. Many of our older immigrants fell in this category, but relatively few of them after World War I.

The McCarran-Walter immigration act does prescribe that half of each nation's quota be reserved for those whose "high education, technical training, specialized experience, or exceptional ability" would particularly benefit this country.

The scientific planner can be stymied without a skilled work force to put his plans into effect. His talents are used to best advantage if he is freed from routine tasks that could be performed by well trained craftsmen. And all the evidence indicates that the Soviet Union is expanding its supply of craftsmen as well as of top-flight scientists. — E.R.R.

Matter of Fact

THE SEVEN-ROAD CROSSROAD Washington — Sir Winston Churchill once privately remarked that the whole Western World would be "as defenseless as a girls' boarding school," if the United States ever lost the capacity to retaliate overwhelmingly against Soviet attack.



Joseph Alsop

The problem of maintaining the capacity to retaliate is not a matter of bombs—we have nuclear bombs "coming out of our ears" in the words of one in a position to know. It is a matter of getting the bombs to target.

THE B-36. This huge plane is already obsolete—it is to the existing Soviet air defense as a fat sparrow to a hawk. Yet all but two of the Strategic Air Command's heavy bomber wings are equipped with B-36s.

The B-47. This medium bomber is a fine plane, but its limited range makes it dangerously dependent on air refueling in foreign bases.

The B-52. This is an even finer plane, and its range is greater. But it too can only be operated efficiently from foreign bases. Moreover, although B-52s are beginning to come into SAC in quantity (there are two B-52 wings and soon there will be more) the time is already coming when the B-52 will be obsolete in its turn.

The Snark. This long-range missile has frequently been tested — one recently got loose and disappeared somewhere in Brazil. It will soon be operational. But the Snark is sub-sonic and very vulnerable to interception. Some experts therefore consider it militarily valueless.

AMONG the seven alternative ways of getting the bombs on target, the Air Force is working on four missiles.

Atlas I and Atlas II, two different designs for the terrible intercontinental ballistic missile which cannot be intercepted by any known means. An I.C.B.M. will probably be tested in prototype form within 18 months or so. But it is a very long way from a prototype to an operational weapons system.

The intermediate missile — with a range of 1,500 miles or so, it is wholly dependent on foreign bases.

THEN there are three manned aircraft: The B-58, recently tested in prototype. This is a marvelous aircraft, flying well over the speed of sound, and capable of thumbing its nose at any known Soviet interceptor. But alas, its range is comparable to that of the B-47, and it is thus equally dependent on air-refueling and foreign bases.

The "Follow-On Chemical Bomber." This is a dream plane, with all the characteristics of the B-58 and more, plus range—it would be fueled by such "exotic fuels" as boron hydride and hydrogen derivatives. But the Follow-On Chemical Bomber is still very much a dream.

The atomic-fueled bomber. This would have literally unlimited range, and a concentrated effort might get one into the air in a year or so. The trouble is that it would be a big, slow, lumbering thing, completely vulnerable to the Soviet air defense, and in the present state of the art the technicians see no way of making it anything else.

CONSIDER this long list, and it becomes obvious that the planners are confronted with hideously difficult decisions. We are not at the simple, traditional cross-roads. We are at a place where seven different roads (and more, if one adds the Navy's actual and potential means for delivering bombs) lead away over the horizon.

No one can discern just where all these roads may lead. No one can predict, for example, when Atlas will become an operational weapon, or whether Navaho can be made operational before Atlas. Again, no one can predict whether the foreign bases — above all the British bases — which the B-58, like the B-47 and the B-52, must have to operate effectively, will always or for long be available.

By Joe and Stewart Alsop

wrong effort or too small an effort, we shall ultimately be left "as defenseless as a girls' school." Thus the decision which is now being taken, and which will be further examined in this space, concern nothing less than national survival.

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Slow Progress Seen In Desegregation During Coming Year

BY HODDING CARTER, Publisher, The Greenville, Miss., Delta Democrat-Times

Written For United Press

The third anniversary of the Supreme Court's school integration decision is less than six months away, but any meaningful implementation of the decision in the Deep South appears at least as distant today as it did in May, 1954.

Most advocates of compulsory desegregation, and some opponents, generally believed two and a half years ago that the decision meant virtually the end of a long ideological war.

What most extremists on both sides, as well as more moderate observers, agree upon now is that the decision represented a major victory but no ultimate triumph. Ahead lies many a year of anti-integration legal campaigns and extra-legal resistance on state and community levels.

There is little likelihood that 1957 will witness any real integration in the states which would be most affected in terms of numerical ratios. Those states are Mississippi, Alabama, Virginia, Georgia, South Carolina, North Carolina, Louisiana and Florida.

Here and there a few Negro children may gain entry through court action. They will have had to make their way through a maze of legal obstructions, created by legislative action, and such other and no less effective barriers as economic pressures or intimidation by organized or spontaneous white groups.

Confronted with this resistance, the Negro of Deep South will probably again concern themselves primarily with getting Negro voters on the rolls as their best weapon in the quest for equal civil rights.

And the White House can be expected to push ahead with school equalization programs which in the long run may be more effective than legal or illegal delaying tactics as a means of keeping white and Negro school children separated.

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 initials 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.

Blinfolded Justice?

To the Editor: I am pleased to note that this holiday season will be different, or so says the state patrol. It is the plan to imprison, fine and suspend driver's license for anyone caught driving drunk. This is as it should be. However, we must remind the state patrol that they are powerless to do these things without the help of the courts of the state. It is doubtful that the judges of this state will rise as a group to sentence offenders. They never have and there is no reason to assume they will now.

Until the day that the courts decide to follow to the letter and to the limit of the law the oath and responsibility of their office the law enforcement officers are powerless to do anything of a constructive nature.

When the day comes, if it ever does, that the spirit of Christmas is something more than a word, we may expect a strange spirit over the land. It will be the true spirit of Christmas and it is a stranger.

Merchants on the avenues of a thousand thieves peddle their shoddy merchandise as bargains and perfect gifts for dear old dad, mother, little brother or Uncle Si. They wish you merry Christmas without even bothering to find out what it means. Their idea of a merry Christmas is a bulging cash register. They try not to see the youngster with his face pressed against the glass outside, looking at something he cannot have. Small matter, his parents are nobody and won't be at Church anyway. They should remember that the youngster's God will be there!

It is a strange thing that on the birthday of the Prince of Peace that people should grab a steering wheel and engage in a war of horsepower to see who can get a coffin for Christmas. If they didn't make it by Christmas there is the new year, just a few days away. Rush to the liquor stores and get a gallon. The way to meet the new year is with a jug in your whisky soaked fist. Look at it through eyes that are bloodshot and glazed. That's the way to meet the happy new year. Maybe some idiot will suggest that the police give you coffee and drive you home to your pigsty.

Verily it is time to rip the blindfold from the eyes of justice... that she may see her servants and subjects.

Pete Logan, Dark Hollow rd., Medford, Ore.

More On Parking

To the Editor: Will you publish the following letter, which I have mailed to Mr. Horace W. Thompson, in reply to his which you recently printed?

Dear Mr. Thompson: As chairman of the Retail Merchants Committee of the Jackson County Chamber of Commerce, I feel it is my responsibility to answer your communication of Dec. 4, 1956, a copy of which appeared in the Medford Mail Tribune on Dec. 6.

Your indignation in regard to a \$2.50 fine for "feeding the meter" is understandable, and the writer and most other business people consider the enforcement of the ordinance regrettable without an educational program prior to its enforcement. The ordinance, as passed, was intended to force downtown business people and employees to park their cars somewhere else than on the city streets, so as to leave the street parking spaces available for patrons of business and professional establishments. I do not believe that the city fathers, or the city police department wishes to punish people who for some good and sufficient reason have parked overtime, or who may simply have forgotten their cars for an overtime period. It is the chronic violator who knows of the shortage of parking spaces in Medford, but who, for purely selfish or thoughtless reasons, leaves his car on the streets all day, or for several hours, by feeding the meter. These people should be fined, and heavily.

As to your suggestions for immediate application and complete solution, believe me, they have all been considered! The Merchants committee has already requested, and the city police department has agreed, that enforcement of this ordinance will not be made until a thorough education program has been carried out, so that people will not be unduly penalized for overparking. As to having employers instruct their employees to walk to work if they live within a mile of their work, it's a good idea, but an employer's authority covers only his place of business and cannot infringe upon an employee's rights outside of his business. As to forming a corporation and building a parking lot, this is just not practical.

And I would like to emphasize the fact that the public was not asked to pay for any parking facilities through taxation. The program presented to the voters of the City of Medford on Nov. 6 was a self-liquidating and self-supporting program

Editorial Comment

FREIGHT RATES The new freight rate increase granted to railroads by the Interstate Commerce Commission is going to hurt the economy of Oregon, for essentially we are a state which "exports" its major products—lumber and wheat.

The rate increase comes at a particularly inopportune time for the lumber industry, which now is suffering from a weak market and the added freight costs will have a further tendency to restrict building of homes and business structures. In some cases, the higher cost, which the freight increase will add to lumber may force builders to use substitute materials wherever possible.

With the high price of lumber and now this additional cost in freight, the lumber industry will be seeking more than ever, further utilization of the logs. Some plants are now versatile enough so that they process and use everything but the white of the saw, but smaller mills still are one product plants—lumber. Greater stability and steadied profits could be achieved if more of the present product were turned into usable material.

While smaller operators can not finance pulp plants, a group of them might be able to guarantee sufficient chips so that an area pulp plant could be successful. —Ashland Tidings

sponsored by the Mayor, the City Manager, the City Council, after thorough study and recommendation of the Council Finance Committee. If it had passed it would have benefited you and every other citizen of Medford, with the possible exception of operators of present parking lots. Revenues parked by the Council from parking meter income and assessments against downtown property directly affected would have made it a very remote possibility of ever appearing as a tax against property in general. The program was defeated through misrepresentation by certain selfish interests, and by a general misunderstanding on the part of the voters.

The City of Medford still needs additional parking facilities, and the need will become greater, until the citizens of Medford do something constructive about providing them. The writer will welcome a personal visit from you, or other interested persons, to acquaint you with the real facts in the program.

Retail Merchants' Committee C. O. Lovejoy, Chairman

Bozeman, Mont.—(U.P.)—Officials at Montana State College make no secret of the fact they wish more women students would enroll. Registration for the fall quarter showed 2,198 men to 861 women.

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