

MEDFORD MAIL TRIBUNE

Subscription Rates: Daily and Sunday—One year \$15.00...

Entered as second class matter at Medford, Oregon, under Act of March 3, 1879.

Official Paper of the City of Medford, Official Paper of Jackson County, United Press—Full Leased Wire.

Advertising Representative: WEST-HOLIDAY COMPANY, INC. Offices 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 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: Feb. 5, 1947 (Wednesday) City council orders survey by the city superintendent's office of all sidewalks in Medford.

From Arthur Perry's Ye Smudge Pot column: Several members of the younger set are busy trying to run the hind-wheels off 1937 autos.

20 YEARS AGO: Feb. 5, 1937 (Friday) A check for \$3,426.06 for eastern flood relief mailed by Jackson county chapter, American Red Cross, to national headquarters.

Central Point Grange awarded decision in annual county dramatics contest sponsored by Oregon State college extension service.

30 YEARS AGO: Feb. 5, 1927 (Saturday) A father and son banquet will be held in Medford Feb. 18 to celebrate 17th anniversary of Boy Scouting.

T. C. Baker assumes duties as new secretary of Jackson County Chamber of Commerce.

40 YEARS AGO: Feb. 5, 1917 (Monday) Fire destroys Weinhard ice plant and the Jackson county creamery.

Schoolmaster's club of southern Oregon meets at Phoenix.

What's Your I.Q.? Nine or ten correct is superior; seven or eight is excellent; five or six is good.

1. Was Ft. Dearborn, garrisoned 1804, the site of Chicago, Ill., or Jackson, Mich.?

2. Are the inhabitants of "Blusur Island" (Swift's "Gulliver's Travels") pygmies or horses?

3. Bible: Which Book begins "The former treatise I have made, O Theophilus"?

4. What kind of a surgeon specializes remodeling human features?

5. In what city is "The Little Church Around the Corner"??

6. The ostrich sticks its head in the sand to search for water; true or false?

7. Is exercise harmful to underweight persons?

8. Dry measure: how many quarts are in one bushel?

9. When one kills one's sister, it is termed soricide. What is the corresponding term for one who kills one's brother?

10. "There's a girl in the heart of Maryland/With a heart that belongs to"—whom?

Answers: 1. Chicago, Ill. 2. Pygmies. 3. The Acts of the Apostles. 4. Plastic surgeon. 5. Beneficial. 6. True. 7. No. 8. 32. 9. Fratricide. 10. "Me."

Salem Boat Starts On 2,500-Mile Journey: Salem—(U.P.)—A boat started on a 25,000 mile trip yesterday, the first 50 miles of it by land.

Rome Isn't Burning, But...

"Fiddling while Rome burns" is one up-state indictment of the US senate for its delay in endorsing the Eisenhower doctrine as promptly as the House has done.

The only trouble with that familiar quotation is that Rome is NOT burning and the Senators are not fiddling. It may be granted as a practical matter, the Upper House might as well "ok" the measure now for it is going to pass eventually anyway.

TO make the point clear let it be assumed, for the sake of argument, that the Senate HAS granted the requested endorsement.

How would the Near East situation then be changed? Would the present administration take any action that it will not take, without such a congressional OK? Hardly.

For the only action allowed by this declaration is the expenditure of \$200,000,000 for aid in the Mediterranean area as the executive department might wish, and the calling out of US troops, "if NECESSARY."

But in case of a threat to national security President Eisenhower could do that anyway and would, we presume, do so if any such tragic situation should arise.

But there isn't the slightest indication from any quarter that Russia has the remotest idea of any "overt act" or even the HINT of ARMED aggression. Why should it when it can get and is getting what it wants without it?

"CBS" can be credited with throwing a revealing light on this entire problem last Sunday in its world news broadcast over "TV" with a special report direct from Egypt.

WHAT is happening there as of now? Soviet Russia is not only winning the "cold war" but has practically swallowed that country, bait, hook and Nasser.

Views were shown of red flags sporting the "hammer and sickle," flying over the skyscraper Exposition Hall of Cairo, the CBS commentator in that city declaring "with great regret" he had to admit that Russian technicians and agents were "everywhere,"

fight shipments of guns, tanks, ammunition and secret "jets" were arriving from Moscow every night, and that soon Egypt would be stronger militarily than it was before the crushing defeat it suffered at the hands of Israel. And for all this Soviet Russia is entirely responsible!

FROM the standpoint of the freedom and security of American interests and the "free world" this should be stopped. The country that controls Nasser and Egypt will control the Suez eventually and the eastern Mediterranean as well as the Arab world. But there is nothing in this new American doctrine at least that can stop it.

FOR in that declaration President Eisenhower clearly stated he would only employ force in that area at the request of some nation asking for help in resisting armed aggression—either by Russia or by Russian-dominated nations.

Surely no such request will ever come from Egypt. And it is not easy to picture it coming from any other nation in that mid-east area, except Israel.

And if Israel should be attacked on three sides by the Arabs—which judging by Arab continued threats might happen almost any time—would the President then call out the troops on the ground this would be to resist Russian or Russian-controlled aggression, and by so doing make World War III practically certain?

Perhaps he would. The Israeli certainly could make out a strong case, citing the terms of this new doctrine.

But somehow it is difficult to picture any such thing really happening in the White House during the present "peace and prosperity" regime.

HOWEVER our future, at the moment is not trying to envision the interest, but trying to bring out the fact that whether the congress endorses the new Eisenhower doctrine tomorrow or next week, makes little difference as far as any radical change in the Mid East situation is concerned.

For what Soviet Russia is doing in Egypt, it has already done in Syria and Jordan, and promises to do, until it may control the entire east Mediterranean area and NOT by any overt act or armed aggression, but by propaganda, subversion and peaceful but persistent penetration.

And in this latest White House declaration there is no provision we can find that would halt any such destructive and malignant progression.

THAT doesn't mean it can't be halted. It does mean it can't be halted as the doctrine is now phrased. The doctrine—at least as we see it—must be changed and the first item on the agenda should then be insistence on a world-wide conference, in which both the United States and Soviet Russia would participate, the chief aim of that conference being some-way, SOMEHOW to reach a peaceful settlement of the differences between Israel and the Arab League, thus put out the sparkling fuse leading nearer and nearer to the atom bomb and an explosion that could only end in mutual destruction via another World War.

No nation WANTS another "world War." So why not capitalize on this world wide desire and before it is too late PREVENT it?—R.W.R.

Visit of King Saud Promises To Become Diplomatic Success

By CHARLES M. McCANN United Press Correspondent

The visit of King Saud of Saudi Arabia to President Eisenhower promises to be a big diplomatic success. There seems to be good reason to believe that the Arabian monarch's conferences in Washington may lead to improvement in the Middle Eastern situation.

Saud appears to have been convinced, for one thing, that the Eisenhower Doctrine aimed at combating Communist penetration of the Arab countries is a real contribution to Middle Eastern stability.

He has intimated strongly that he will tell the leaders of other Arab countries that the President's plan should be accepted. More Cooperation Seen

As regards to the direct United States-Saudi Arabian part of the Washington talks, it seems certain that agreement for cooperation between the two countries will be worked out.

Under this agreement, the United States would sell Saudi Arabia a large quantity of arms.

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.

Gold Under the Bed: To the Editor: This saga of the fabulous mining days of southern Oregon was told to me 33 years ago by one of the famous prospectors of the Gold Hill mining district. The time was in the "nineties" when "old Reel foot," the 800 pound grizzly bear on foray had been shot and killed near Pilot rock less than two miles from the present Highway 99, in the Siskiyou range. A taxidermist shortly afterwards had the bear mounted to be exhibited at the July 4th celebration at Yreka, Calif., (and finally sent to the Smithsonian museum at Washington D. C.)

Well, this mountaineer said he was returning from a hike over to Yreka with a pack including a blanket, small pick and a gold pan, when he "slept on a pocket of gold" near the Sterling mountain pass. When night overtook him, as was the custom of every outdoorsman, he flopped under or near the branches of a tree. The early summer daylight began around 4 a.m. When he rolled up the blanket he noticed pieces of quartz lying on the ground that were filled with gold. The find was not really a big one by any means, yet it paid off well for the time and trip to a large city in those days. After he dug out all the gold, he scribbled a note and pinned to a tree, it read: "A gold prospector slept here."

The Hammersly mine on Graves creek was also found in like manner too, by accidently being slipped on by the locator, in the booming 1890s.

Bert Kissinger, 520 Boardman, Medford, Ore.

Fire Hydrants Awful: To the Editor: Yesterday morning I found a broken pipe and about an inch of water in my basement.

I have five of the nicest dogs in my neighborhood. They jump right in to help me out. Every few minutes they would come in and take a big drink of water.

They are still working hell-bent trying to drink it all up, even though the nearest fire plug is two blocks away.

Everett Acklin, Ashland, Ore.

Can't See It: To the Editor: I am afraid I cannot agree with those opposing the Hawthorne route for the freeway in by-passing our city. In fact, I can find a number of things in their objections that just don't add up.

Granted—no matter which route was chosen, some were going to be displeased with it. But one of the main objections as voiced by ye editor in a recent edition and in an editorial comment from the Oregon Statesman, Salem, was that it doesn't avoid the congested area. And why doesn't it? What matter if it does follow an already congested route, if (as is planned) it is elevated above these existing "congested" streets and with no access to the freeway at such congested intersections? How could such a freeway with entrance only at Barnett rd. at the south and Crater Lake highway at the north possibly be considered as adding to already congested areas? Perhaps some intelligent person can enlighten me?

And for another. How could an elevated highway divide the city—regardless of where it might be constructed—any more than "Bare" creek and the "good old" S.P. already have? Why hasn't some action been taken to get the S.P. to put their tracks underground?

It's ridiculous how the town must sit back and let this railroad block traffic for blocks at any time of day or night it chooses. In fact, I watched one block in length of two or three blocks as freight (which could easily have stopped in time) ambled across while an ambulance with siren screaming was made to come to a tire-screaming halt—turned sideways across the street—while someone's life was kept perhaps costly minutes from the hospital care necessary for chance of recovery. Is the saving of two or three short minutes important to the grand old S.P. when someone's life may have been lost beyond re-

claim in those few seconds? In fact, I doubt if a patient could have been shaken up worse, if taken to the hospital in a private car, than was whomever was in the ambulance that day.

I can't see that the highway as it passes Jantzen Beach out of Portland has hurt that amusement park.

S. J. Dodge, 504 Austin, Medford, Ore.

In the End Oregon Loses: To the Editor: In the editorial of the Oregonian Jan. 30, the editor writes of "Power Policy Changes?"

The unsuccessful attempt to utilize a nationwide link-up of electric transmission systems—from Bonneville Power Administration to Tennessee Valley Authority, with private and public utilities in between—may have been premature. But it forecast the eventual interconnection of great basin-wide hydro systems and regional steam generation and atomic plants in a truly national "power pool." The Northwest Power Pool in service in this region, adding at least 500,000 kilowatts by interconnection, is a pattern for expansion.

It is interesting that the attempt to relieve the winter power shortage of the Bonneville system by tapping a surplus in far away T.V.A. was made by the Eisenhower administration. In early days of that administration, policy frowned on inter-regional connections of power systems, the Department of Interior even sold its transmission lines through Central Oregon to Klamath county to California Oregon Power company. This prevented effective interconnection between the federal Bonneville system and the federal Central Valley system of California. Had this connection been completed, the Northwest probably could be utilizing power from California on an exchange basis this winter, rather than cutting off a third of its aluminum production.

Eight years ago this month I attended a meeting of the Bonneville Power Administration, and California Oregon Power company, at the high school auditorium, Klamath Falls. The questions were asked of the Bonneville Power administrator. How cheap could they sell the power to California Oregon Power co? He said one half cent a kilowatt hour. The administrator went on to say, the cost of the electric transmission, to city limits of Klamath Falls, would be \$6,500,000. The line then would turn west over the Cascade mountains to Medford, then north to Roseburg, Eugene and connect to Detroit Dam. This would be called the "big U," later to extend the transmission line, from Klamath Falls to the federal Central Valley System of California. This plan was vigorously contested by the official of the California Oregon Power company, who said it was not feasible, and unworkable. The California Oregon Power company could build their power dam, sell power cheaper, give better service, than to buy power from Bonneville Administration.

When Mr. McKay was Secretary of Interior, he stopped the Bonneville Power administration transmission line at Chemult, sold it to the California Oregon Power Company. In the end Oregon loses the interchange of power between Central Valley System of California, and Bonneville.

Stephen Boyer, 521 N. Main st., Ashland, Ore.

Seeks Family: To the Editor: I would be very glad if you will print an item in your paper concerning the whereabouts of a family who lived in your city a few years ago.

I am trying to locate John Siler and his wife Mayme Siler or some of their descendants. I am in hopes that someone who knew these people and who might know where they are now will read this news article and will communicate with me. Thank you so very much.

G. A. Markie, 1326-13th ave, South St. Petersburg, Fla.

Matter of Fact By Stewart Alsop

CLEAN SWEEP Washington (U.P.)—Two of the three most powerful Cabinet posts—Treasury and Defense—will almost certainly be vacated this year, probably by mid-summer.

Washington (U.P.)—Two of the three most powerful Cabinet posts—Treasury and Defense—will almost certainly be vacated this year, probably by mid-summer. Was hington's great current mystery is whether the third and most important post—the Secretaryship of State—will also be vacated in the near future.

Both Secretary of Defense Charles E. Wilson and Secretary of the Treasury George M. Humphrey have been behaving recently a little like employees who know they are leaving soon anyway. Departing employees don't have to worry about what the boss thinks—the boss in the case of a top public official being the President, the Congress, and the public all wrapped up in one.

Secretary Wilson certainly knew that his outburst about the National Guard would really stir up the animals. But he said it anyway, and he has stuck to his guns, because he thought he was right—and as far as the totally inadequate training of the Guard is concerned, he was certainly dead right.

AS for Secretary Humphrey's outburst about the budget, it was rather like a company's departing senior accountant suddenly informing the boss that the old firm was going bust. Things may not be quite that bad. But the Humphrey outburst was a rather sure sign that Federal spending will "go up and up and up" (to use Humphrey's phrase). For Humphrey is an immensely able man, and he has been absolutely determined to hold down Federal spending. As one of his colleagues remarked, "If George can't do it, nobody can do it."

Neither Humphrey nor Wilson have made any bones about their intense eagerness to get out of Washington for good, and soon. To be sure, the prospect of leaving a major Cabinet post, with all its immense power and prestige, tends to seem less pleasant as the moment of departure approaches. If the President of the United States really puts on the heat, moreover, it is difficult to resist him. But the betting is high that both Humphrey and Wilson will have bowed out in a few months.

After his cancer operation, the betting was also high that Secretary of State John Foster Dulles would leave at about the same time, making a clean sweep of the three top posts. The date usually mentioned was June 30. That date is still mentioned, but with less assurance than formerly.

FOR one thing, Secretary Dulles appears to have recovered magnificently, and he obviously loves the job he has dreamed of holding since he was a very young man. More important, for the first time in his career as Secretary, Dulles has been subjected to a really powerful attack from the Democrats.

The attack has rallied the indignant President to his side, just as President Truman rallied to the side of Dean Acheson when he became the chief Republican target. The very violence of the Republican attack tended to freeze Acheson in his post. The much less ferocious Democratic attack may well have the same effect in the case of Dulles.

If Dulles wants to stay in indefinitely, and if the President wants to keep him on indefinitely, the Democrats cannot possibly force him out, any more than the Republicans forced Acheson out. Yet there is a significant difference, quite apart from the question of health, between the situation of Acheson and that of Dulles.

DULLES took office determined to protect his rear, which Acheson had so signally failed to do. Acheson, when he became Secretary, sometimes seemed to go out of his way to alienate the key figures on Capitol Hill, and the press as well. Dulles has made herculean efforts to avoid doing so, which is one reason why, until very recently, he has been almost immune to the kind of attack which is the usual lot of Secretaries of State.

But while protecting his rear, Secretary Dulles has failed, as it were, to protect his front. This country's major allies are, after all, the natural clients of a Secretary of State. And Dulles is now almost universally distrusted and disliked abroad, especially in Britain and France.

This is not a carping criticism of Dulles. It is a simple statement of plain fact, which can be verified by any objective foreign observer.

A Secretary of State who is disliked and distrusted by the country's major allies cannot, in the nature of things, be an effective Secretary of State. This is why it is still a reasonable guess that, in time, Dulles will bow out, like Humphrey and Wilson, and there will thus be a clear sweep at the top level of the Eisenhower administration before the year is out.

Copyright 1957, New York Herald Tribune, Inc.)

Mine Inspectors Seeking Cause of Fatal Explosion

Bishop, Va.—(U.P.)—State and federal mine inspectors moved into this sorrowful coal town today seeking the cause of an earth-jarring explosion that entombed 37 men in an underground labyrinth.

An official of the Pochontas Fuel Co. which operates the huge, highly mechanized mine on the West Virginia border, said it had been determined that a gas explosion killed the men early Monday.

"We know that," W. A. Fullerton, special assistant to the president, said. "But how it happened or what caused it we don't know yet. Maybe we'll never know."

Rescue crews located the bodies of the victims after searching most of the day through smoke and gas in the debris-choked tunnels and Monday night brought the corpses on a "death train" to the waiting relatives.

The crew used gas masks and oxygen tanks in their search and in bringing the 11-car, narrow-gauge train through five miles of winding dark tunnels to the surface.

"Some of the men were killed by the force of the explosion," Fullerton said. "Some were buried under slate rock and some died by asphyxiation."

The ill-fated members of the "graveyard" shift had been working 300 feet beneath a shaft entrance which the explosion wrecked and blocked in addition to shattering windows of buildings above the ground.

The 140 other men in the mine had to scramble to safety through the "driftmouth," a second entrance used by the mine railroad.

By the time the train surfaced some 100 persons, including a number of the victim's total of 151 dependents, had gathered around six burly-covered tables that had been set up to receive the bodies.

Afterward, a fleet of ambulances and hearses moved the victims to various funeral homes in the area. Their relatives and friends filed back to their homes in the little coal mining village.

Neuberger Praises Mrs. Wilson's Loyalty

Washington (U.P.)—Democratic Sen. Richard L. Neuberger (Ore.) Monday praised the "outrageous loyalty" of Mrs. Charles E. Wilson, wife of the secretary of defense.

He said Mrs. Wilson's defense of her husband in the National Guard controversy was pleasantly candid in Washington where "there is so much insecurity, hypocrisy and double-talk."

While emphasizing that he does not agree with what he termed many of Wilson's "inflammatory" statements, Neuberger said there "must be a lot of good in a man" whose wife is so loyal.

RED CHINA AIDS NEPAL

Tokyo—(U.P.)—The tiny Himalayan state of Nepal has received 10 million rupees in cash aid from Communist China, the Red Chinese news agency said today. The rupee is worth about 21 cents.

Counsel with FRED BRENNAN

Phone 2-4940 WEIGHT LIFTER SERVICE

Since risk is a burden that creates fear and worry many people find themselves weighed down by needless burdens. We can lift this extra weight from your shoulders by insuring you in our family of FEARLESS INSUREMENTS.

MEDFORD INSURANCE AGENCY

In the Day's News

Air disasters—which seem to come in waves—have dominated the big-headline news of the past few days. Within a period of approximately 72 hours, seven American planes crashed at home and abroad. Three of them fell in cities. Four were involved in collisions in flight. One plunged flaming into the Atlantic ocean.

As this is written, the death toll stands at 44. More than 140 persons were injured, some of whom may yet die.

Naturally enough, it gives us the shivers. Since the airplane is ultra-modern, we can't help wondering what the modern world is coming to.

THIS series of seven plane crashes in three days is startling, but let's not lose our sense of balance.

I don't know the annual toll of airplane deaths, but it must be small in comparison with the annual total of fatalities due to motor vehicle accidents, which is expected to reach FORTY THOUSAND in 1956 when all the figures are in.

We take that frightful slaughter more or less in stride, ending to shrug our shoulders and mutter along with the French "C'est la guerre." Yet there is a very good reason why as individuals we should be more concerned with automobile crashes than with plane crashes.

THE reason is this: The airplane is presently at least more of a public than a private transportation institution. That means that the handling of airplanes is quite largely in the hands of SKILLED operators. The handling of automobiles is chiefly in the hands of the owners of cars.

That is to say, solution of the problem of highway dangers is up to practically all of us, whereas the solution of the problem of transportation dangers in the air is up to a RELATIVELY SMALL NUMBER OF US.

LET'S put it another way: Except by staying on the ground, there isn't much that most of us can do to avoid getting killed or injured in plane crashes. But there is SO MUCH that we can do to keep from getting killed or dismembered on the highways.

The most important thing we can do is to DRIVE BETTER. Better driving on the part of the tens of millions of operators of automobiles would go very, very far indeed to reduce the staggering total of highway deaths.

THIS business of better driving is illustrated by the case of a Connecticut motorist who was hauled into court, charged with driving on the wrong side of the road. He explained to the judge that all he did was to reach for a potato chip. In that moment of inattention, his car got over on the other side of the highway.

He got off with a fine of \$15. He might easily have killed himself and several other people. He was just lucky.

THIS is the point: It's LITTLE things like reaching for a potato chip and thus letting the attention of the driver wander for a moment from his driving—that must be avoided if our staggering death toll on the highways is to be reduced.

We can pass stiffer traffic laws from now until the year 2000, but unless the average quality of DRIVING improves our highway death toll will go on climbing.

Sawdust Telephone 2-2111 MEDFORD FUEL CO.

START SAVING NOW OK MARKET 1202 North Riverside OPEN EVERY NIGHT TIL MIDNIGHT