

MEDFORD MAIL TRIBUNE

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NATIONAL EDITORIAL ASSOCIATION AFFILIATE MEMBER

Medford and Jackson County History from the files of The Mail Tribune 10, 20, 30, 40 and 50 years ago.

10 YEARS AGO Feb. 17, 1947 (Monday) Travel into Crater Lake park yesterday totals 268 cars with 1,102 visitors.

20 YEARS AGO Feb. 17, 1937 (Wednesday) Little hope can be held out now for legislation giving cities a share of the state highway commission's revenue from gasoline taxes, according to Frank Farrell, city attorney.

30 YEARS AGO Feb. 17, 1927 (Thursday) D. M. Little, weather official, discusses his work at Copco Forum.

40 YEARS AGO Feb. 17, 1917 (Saturday) First car of ore from the Blue Ledge mine shipped to Tacoma three weeks ago for smelting brings \$103.50 a ton.

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

1. Was the American Board of Commissioners for Foreign Missions the first foreign mission founded in the U. S.? 2. Is "Brother Jonathan" a sportive collective name for the people of the U. S., or does it apply only to a person, singly?

Answers: 1. Yes (1810). 2. Collective name. 3. Yes. 4. Yes. He was all three. 5. No. 6. Damascus. 7. No. England. 8. Alligator pear. 9. Seven. 10. Jonathan Trumbull.

If Lincoln Should Return

There was no Lincoln Day banquet in Medford on Lincoln's birthday Feb. 12, but there will be one later.

In most of the country, however, the proper date was observed by the Republican party, and the usual misquotations were made, to convince the people that if Abraham Lincoln were alive today he would not only be following the G.O.P. line, but be one of the charter members of the ultra-conservative wing of that organization.

FOR example, according to the press report of one Lincoln Day oration, "Old Abe," if alive today, would have taken an unequivocal stand against public power, and presumably taken to the hustings in favor of the Private Power companies, and the rugged individualism they represent.

For it is claimed that Lincoln originated and enunciated the principle, quote:

"The government should only do what the states and private enterprise can't do as well or better."

WE FAIL to find this quotation in any of our reference books on Lincoln and have grave doubts as to its authenticity.

But assuming that it was said, we can think at the moment of few stronger arguments in favor of such projects as T.V.A., Bonneville, Grand Coulee and other multiple-power federal plants in the U.S.A.

For, as any impartial, objective analysis would show, these projects are perfect examples of what the federal government CAN do better than any of the states, or any private utilities can, or will do. Experience, from the standpoint of low-power costs, rapid industrial development in the area served and promotion of the public welfare, demonstrates the truth of this statement.

OF COURSE all this about Lincoln is in the realm of conjecture. But the salient qualities of Lincoln's character as we have always viewed them, were first and foremost his devotion to what he termed "the common people," his dedication to national unity and the promotion of the national good.

It is hard, therefore, for this department to imagine a reincarnated "Honest Abe," joining the Union League club, playing "footsie" with big private utilities, and discrediting any attempt to get a federal multiple power project, as "creeping socialism" and contrary to "the American way of life."

THE "American way of life" to the former President Lincoln was always to support what he believed to be "the best for all concerned" and never to forget that one of the most important provisions of the U.S. constitution was—and is—the one pledging above all else promotion of the public welfare.

As before stated this is all a matter of speculation, of course,—purely conjectural—but so is the Lincoln Day speaker's assumption that if the founder of the Republican party was here today, he would be on the ultra-conservative side of the Public versus Private Power issue.

We don't believe it. We don't believe, in view of his basic political philosophy, he ever would be. We further don't believe, any non-political appraisal of the man, his writings and his record in public life, would provide any valid refutation of that assumption.

Lincoln was for a "government of the people, by the people and for the people." "That FOR the people in his creed was emphasized. He was not for a government of "Big Business, by Big Business and for Big Business."

That will perhaps raise the cry of "demagoguery." But it isn't that. It just happens to be the truth. —R.W.R.

Hail but not Farewell

We are pleased to welcome the powerful, potent, and sometimes perceptive, "Oregonian" into the ranks of those who believe that public utilities are a clear-cut and inescapable obligation to render adequate and decent public service.

This is a doctrine the Mail Tribune has supported for lo these many years, and particularly relating to the Southern Pacific and its poor service—or utter lack of it—in Southern Oregon.

WE CAN hardly expect the Oregonian to join the state press from Eugene to the California line immediately in their long-time plea for the return of at least some passenger service. But it should eventually do so to be consistent, and certainly with its declaration regarding the Portland Traction company it can not, in the future, oppose such an effort.

In fact the Oregonian now states the anti-S.P. case, in this part of the state cogently and EXACTLY, when it refers to the "public-be-damned" attitude of the P.T.C. as follows, quote:

The legal principle is well established that the people have a right to control the rates and service of public utilities. This is somewhat in conflict with our general belief in the virtues of free enterprise, but there are compensations for the regulated industries in that their profits are safeguarded from cutthroat competition, because the PUC also regulates their rivals. Thus the PTC has been helped as well as hindered by the operation of the PUC statutes. It enjoys the former, and chafes under the latter. But it cannot expect the people of Oregon to tolerate an attitude of all take and no give.

"ALL take and NO give." We can't picture a term that better describes the time-honored tradition and practice of the "Friendly Southern Pacific" throughout Southern Oregon. It has taken millions and millions of profits on its freight service from Eugene, Ore., to Dunsmuir, Calif., and given to the traveling public in this large area absolutely NOTHING!

Today and Tomorrow

By Walter Lippmann

ALLIES AND PARTNERS

The President will receive M. Mollet, the French Prime Minister, in about 10 days, and a month later he will fly to Bermuda to confer with Mr. Macmillan.



Walter Lippmann

meaning the official end of the period of hard feelings which were aroused over the Suez affair. This is good news. But with the best will in the world, it would be a mistake to assume that the alliance will now be just what it was before, and that there are no fundamental problems which have to be faced. In thinking about these problems, it is useful to distinguish between our alliance with Britain and with France on the one hand, and our partnership with them in world affairs. The alliance, which is registered in the NATO treaty, is a solemn and specific pact of mutual defense within the geographical area defined in the treaty. There has been no "rift" in this alliance. It was as valid and binding on the night in the U.N. when we voted against the British and French action in Egypt as it was when the NATO treaty was originally signed.

What has broken down is the partnership which derived not from a treaty but from the personal relationship of Churchill and Roosevelt during the second World War. Into this partnership, after her liberation from the Germans, France was admitted. The essence of the partnership was that in the great issues of peace and war, we would all consult one another and would work out a common policy. When Britain and France intervened in Egypt without consulting the United States, when the United States then took the lead in the United Nations to oppose them,

the partnership which Churchill and Roosevelt created was dissolved.

THE question now is in what measure a new partnership can be developed. I think we must put it that way because the old partnership would not have dissolved last autumn if there had not already been a deep erosion of the basis on which it rested. Its basis was the common peril of a world war against a formidable enemy in Europe. The war in the Pacific was outside in considerable degree outside the partnership. But in the rest of the war—in Europe, the Mediterranean, the Middle East, Africa and the Atlantic Ocean—the Churchill-Roosevelt partnership was real because the two governments were so profoundly dependent the one on the other.

In the post-war period, the area, has been contracting in which the partnership has worked. North of Hongkong it has disappeared in the Far East. It does not exist in South Asia. Now it is greatly shrunken in the Middle East, and the question is whether and how far a new partnership can be developed.

THE area in which the new working partnership needs to be developed, where it is indeed indispensable, is on the continent of Europe, in the Middle East, and in Africa. The affair in Suez proved that in this area there cannot be an independent British or French policy. It follows that we shall have to work out common policies for the reunion of the two Germans, for the security of the whole continent, for the stabilization and the neutralization of the Middle East, and for the development of Africa.

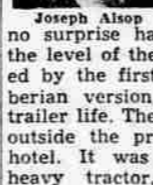
If we can do that, we shall have again what Churchill and Roosevelt had when they founded the old partnership—great things to do that we must do together.

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Matter of Fact By Joseph Alsop

THE VIRGIN LANDS

Akmolinsk—The traveler in western Siberia must be prepared for surprises. Some of them, such as the surprise of open plumbing openly arrived at with the thermometer at 40 degrees below zero, are even reasonably severe. None the less, no surprise has been quite on the level of the surprise produced by the first sight of the Siberian version of the carefree trailer life. There it was, parked outside the primitive but cozy hotel. It was composed of a heavy tractor, coupled to a sledge piled high with drums of diesel and all sorts of spare parts, coupled to a second sledge on which was built a small wooden hut, complete with tiny windows and a stovepipe.



Joseph Alsop

From the hut, sounds of happy, vodka-inspired Russian song drifted into the icy night. In the cab of the tractor, a youngish man bundled up in the black wadded Siberian winter uniform was making some sort of repair by the flickering light of a lamp. On being asked about him-

self and his strange tractor-trailer, he replied with cheerful unconcern:

"Why, we needed some spare parts to finish our winter machinery repairs at our Kholkhoz, so the chairman sent me and my buddies into town. There's no other way to get here except by tractor. My buddies have got pretty tight but after all we're starting back to the Kholkhoz next morning, it's a good five days trip even if we're lucky, and although the hut's warm enough, the trip isn't all that comfortable. If I didn't have to drive the tractor, I'd have a few farewell nips myself."

THAT will give you at least some inkling of the long winter solitude that must be accepted by the tens of thousands of people who have come to this region to plow its virgin lands. Yet this enforced hibernation is still not the most fantastic feature of the virgin lands program which had a bad weather-failure in 1955, and then gave the Soviet Union a splendidly plentiful harvest last year. The total of formerly virgin land to be plowed this year will reach nearly 90 million acres—or only a bit less than one third of the entire area of plowed land in the United

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.

Speeding in Central Point

To The Editor: Last month there was an accident at the intersection of Fourth and Maple in Central Point, Yre, there was a picture in the Tribune of the pickup involved and also names of the drivers of both vehicles. We as residents of Central Point wonder of there was a citation issued, of course had there been the police officer probably would be without a job. But anyone that would travel 121 feet after an impact certainly had to be traveling more than 25 M.P.H.

The party driving the pickup is well known for his speed about town, but nothing is ever done about it—not even when he finally runs down another car. The other driver is in the hospital which is always the way—the speed demon is as a rule the least hurt.

On television the other day was a picture of a community that built a track for "Teenage Hot Rod" enthusiasts. However all "Hot Rodders" are not "Speed Demons." Where they have these clubs the teenagers are taught to respect the traffic laws. Maybe the City of Central Point should provide a race track for "Speeding Adults" so they won't have to use the city streets for a speedway. Or should we wait and do something about it after one of our children has been killed or badly crippled by such people.

We all hear so much about teenagers, wonder what would have happened if this had been a teenager instead of an adult? No doubt the book would have been thrown at him.

How can we expect teenagers to obey laws if even the city officials don't?

"Mothers of Central Point" (Names on File)

Kids Are Better

To The Editor: We who work in the public schools appreciate the position you took in your editorial of Feb. 11 answering Roger Babson's criticism of today's public schools. As long as we have those who will defend "good things" we do accomplish, Babson's type of criticism may accomplish something constructive by keeping us alert. If no one in a responsible posi-

States. Here in the province of Akmolinsk alone, the expansion of the collective farms and the establishment of new state-owned farms has already brought the plow to considerably more than nine million acres of immemorial steppes.

Around 80,000 new farm workers have come into the province with their families. The collective farms have invested 200 million rubles in their expansion. The state has put another 300 million rubles into the motor tractor stations that provide the collective farms with their major mechanical equipment. In the new state-owned farms, where the work started from scratch, the investment so far is no less than one billion rubles; and the total investment will eventually reach two billion six hundred million rubles.

Thus is this single province, if you calculate the ruble at the relatively realistic rate of ten to one, the total investment will be considerably more 300 million dollars. And the investment for all the virgin lands will be about ten times that sum.

SUCH are the astonishing movements, such the immense efforts, such the outpouring of national resources which can be initiated in this strange society by a single order from the sacred center of Moscow.

All these and many other facts I learned from Messrs. Lepeoka and Struglov. They are respectively the provincial representatives of the Ministry of State Farms and the Ministry of Agriculture. Except that one thought state farms and the other thought collective farms were the best for Soviet agriculture, these two men were curiously alike.

Both were bullet-necked sons of small peasants, dirt farmers of long, hard experience, who had won higher agricultural training as a reward for superior performance and had worked their way up in their ministries thereafter. Both were pretty impressive fellows, who seemed to know their business thoroughly, describing in loving detail their plowing, harvesting and crop rotation systems, which in fact closely resemble the systems used on our big industrial wheat farms in the Dakotas.

One subject only embarrassed them—the harvest of 1955, when the virgin lands hardly returned what was planted at seed time. The program is in fact an enormous gamble with the climate. Yet both Struhkov and Lepeoka seemed confident they would win the gamble. One must hope they will win. For the people I met on the state farm I visited by ski plane, and the tractorists and other workers from Collective farms I have run into here in Akmolinsk were all fine, tough, courageous human beings and the human tragedy will be appalling if the gamble goes wrong.

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POTLUCK

(By M-T Staff and Contributors)

Last week in this column, the meaning of the word "crummy" was discussed. But a contributor noted that "the most important part" of the meaning was omitted.

The contributor wrote: "The next time you see a freight train going through town, look for the vehicle that was along at the tail end of the train. That is also a crummy according to all train men."

"The crummy," or caboose, serves many purposes, the writer continues, "such as a place in which the train conductor and flagman can ride, an office in which the conductor does his office work, of which there is a lot, a 'home away from home' where the trainmen can sleep and cook their own meals, and also a 'lookout' from which they can watch both sides of the train for any possible trouble such as hot boxes and any objects that might be dragging and could cause trouble."

One member of the news staff was at a loss the other day as to what to prescribe for a lady who answered the telephone, saying:

"Hello, ever since I've had this cold I've felt tired and listless, no pep at all, and I've had these awful headaches . . ."

When the staff member explained who was calling, the lady called said, "Oh, I was expecting a call from a doctor."

Another staff member received a call at home one day recently, and the party calling asked: "Do you have, or know of anyone who has a house trailer they will rent or sell cheap?"

He assured the party he did not have, nor knew of anyone who did.

We know a man who makes a practice of growing a beard when a new addition to his family is expected.

The last time, however, he shaved off the beard a week or so before the event occurred. Asked how come the early de-bearding, he said, "This is going to be a girl so I shaved off the beard."

He went on to explain, "I'm starting a new folk tale. If you grow a beard, it will be a boy; if you shave it off, it will be a girl."

He was right, too. The couple now has a 9-pound baby girl.

Valley residents have had a problem finding parking spaces in the downtown Medford area for some time, but one day last week, a staff member returned from a downtown jaunt with the story that three cars were trying to get into one parking space.

One car pulled ahead to back into the space; another, turning left onto the one-way street, thought he might get it; and the third car traveling south headed toward the space.

The first car, however, just backed its way into the space, and the other two vehicles pulled out around it after some delay while pedestrians went around and between the cars headed into the space.

We know a fellow who always whistles at pregnant women.

When his wife was pregnant, she became somewhat depressed, our contributor relates. One day while walking, a passing truck driver whistled at her, giving her a "big lift." Because it did give her a "lift," her husband now whistles at pregnant women.

The Mail Tribune's telephone recorder, which operates in the business office after working hours, receives calls ranging from news to classified ads.

The other evening a party called and left an ad for a rummage sale, giving the location and other facts, including an address.

After the ad was published, though, the party called and said the wrong address was printed. But employees of the department told the party that was the address given on the recorder. The classified ad department thought it somewhat amusing the wrong address would be given, since the rummage sale was being sponsored by the postman's auxiliary.

On this page during the week was an editorial concerning spring, and its relative closeness. Yesterday, most residents probably will agree, was proof spring is not far off.

In fact, one woman called yesterday to say the nestlings had returned to their nesting area near her home—earlier than usual.

And buds have been seen on various early spring plants in the valley. received their first shots at the free vaccine stations a month ago are not returning for the second of the three-shot series. Monday the vaccine stations will be open at Talent grade school, Shady Cove school, Crater High school in Central Point, Jefferson grade school in Medford and Ashland High school.

3,450 Youngsters Receive Vaccine

A total of 3,450 youngsters received the Salk vaccine at four stations last week during the second round of the anti-polio shots in the current free inoculation program sponsored by the Jackson County Medical Society.

About 425 youngsters received the vaccine Friday, of which 100 were non school children. Vaccine was administered at West Side school and St. Mary's school in Medford, Lincoln school in Ashland and the county health department.

Dr. A. Erin Merkel, Jackson county health officer, said early last week many children who