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

10 YEARS AGO
June 21, 1947, (Saturday)
Police checking on sale of firecrackers inside city limits.

20 YEARS AGO
June 21, 1937, (Monday)
Medford airport hangar filled to capacity with 13 planes, seven of them grounded because of bad weather.

30 YEARS AGO
June 21, 1927, (Tuesday)
Road to Diamond Lake expected to be open by June 23, but six or seven miles still blocked by heavy snow drifts.

40 YEARS AGO
June 21, 1917, (Thursday)
Red Cross drive seeks to raise \$10,000 in Medford.

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

1. 1828. First modern damask table linen manufactured in the U. S. was made in Pittsburgh, New York, or Atlanta?

2. With what sport do you associate the name Byron Nelson?

3. Bible: Which king did "smite the Philistines at Rephaim"?

4. In which European country is the city of Ioannina?

5. Is the entire coal industry of Great Britain nationalized?

6. Molten rock erupted by a volcano is called guava, java, or lava?

7. In which country did the Pekingese dog originate?

8. What is the minimum age requirement to qualify for the U. S. Presidency?

9. When clarity need be expressed through the article "the" be necessarily used before two or more connected nouns or adjectives?

10. "Listeners seldom hear good of themselves." — John Ray: To what, specifically, kind of a listener was he referring?

Answers: 1. New York. 2. Golf. 3. David. 4. Greece. 5. Yes. 6. Lava. 7. China. 8. Thirty-five years. 9. Yes. 10. Eavesdropper.

Small Shed Destroyed By Fire Early Today
Central Point—A small shed was destroyed this morning where grass was being burned on the Ernest Niedermeyer property on Old Stage rd., across from the Washington school, Central Point rural firemen reported. They were called about 2:30 a.m.

Upholstery was burned in a car fire at the Glenn Heath home, Old Military rd., about 2:40 a.m. today, firemen said. They said the cause was not known.

Editorial Correspondence . . .

New York, June 19th: Our lengthy hiatus was due to a decision to attend the Harvard Commencement and class reunion at Cambridge, Mass.

As we were staying near Paul Smiths in northern New York, where, like Medford, there is no train service, we had to depend on busses to leave and to return.

In other words to spend one day in Cambridge we had to spend four days getting there and coming back. However, to us at least, the expenditure of time was worth it. In the past 50-plus years we have been able to attend only half a dozen commencements, formerly involving a round trip of a dozen 5,000 miles and here was our opportunity for only about a thousand miles—a little less in fact—so we took advantage of it.

For some reason unexplained the eastern trains and busses make a point of forcing their patrons to miss connections with each other. The bus trip to Plattsburg through Lake Placid was interesting and beautiful, but sharply on schedule, so the Delaware and Hudson train just left and the next one to Montreal would not arrive for approximately six hours. As for a bus to the same destination, that was timed to miss the only night train to Boston by 29 minutes.

So we waited for the Delaware & Hudson, which would give us nearly two hours to catch the Boston "flier" from Montreal. Well, we arrived on time, and as we had wired ahead for reservations, walked up to the Pullman window with great confidence and money in hand. But to our dismay the pallid and undernourished young man in charge said they had received our wire, but there were half a dozen ahead and the Pullmans had been sold out for a week.

With our usual reportorial instinct we asked "why?" The only answer was the train carried only two Pullmans for Boston and they were USUALLY sold out a week in advance.

"Why not put on another car?" was our next suggestion. "You better ask the traffic manager," was the somewhat pertinent reply. "However if you stick around for an hour there might be a cancellation—though I don't promise anything."

So we stuck around waiting for the hour to pass, and there are few things more heartily detested than just waiting for the hours to pass, especially in a railway station in a strange city after the curfew bell was struck. Particularly in this case when as feared nothing turned up. So we walked to the nearest hotel which proved to be the "Laurentian," and spent the night with an early call so we could catch the 8 o'clock coach train via the C.P.R. and the old beloved Boston and Maine.

So here we come to the chief point in this narrative to date—if any. The Canadian Pacific and the Boston & Maine have done something that we have so often urged the "Friendly S.P." to do, but without success.

In other words they send between Montreal and Boston each day a single Diesel car—just ONE car—manned by three men, a conductor, a Diesel engineer and a baggage man—just the three, though the conductor on our train did the work of a porter and did it well, also the work of a brakeman, pressing a button on the rear end which buzzed the engineer to stop or to proceed. He was a French Canadian as were his teammates and they all talked English and French with equal ease and fluency.

The seats were roomy and comfortable, and while there was no dining car a pert little French youth passed around hot coffee, milk, coke and milk-chocolate and in a pinch cigarettes, apples and cigars were available. As for smoking, the occupants of the car of both sexes smoked as they felt inclined, as well as the conductor who preferred his flowing and well caked pipe. He smoked whenever his many duties permitted.

The coach was comfortably filled but not crowded, the scenery, particularly in Vermont and New Hampshire, was interesting and held for the writer definite nostalgic charm, everything in short was as it should be and we arrived on time.

We again had wired ahead for hotel reservations and entering the taxi announced our destination with no misgivings. However the taxi man (again young and not very encouraging), said he hoped we had reservations as Boston was filled to overflowing.

Oh yes, we had arranged that by wire. And we thought we had until we arrived at the hotel and were told kindly but firmly that the hotel had wired they had no rooms, and regretted we had not received the message.

It was then nearly 6 p.m., there were three hours more of daylight, (E.D.S.T.) but what followed was only of profit to the taxi man.

We will skip the depressing details, but after we had toured Boston from the waterfront to Copley Square and back again and had about decided to sleep on a bench on the "Common," a small hotel out on Commonwealth Avenue where the family had, because of illness, spent six weeks many years ago, gave us a suite for the usual price—if the price had been ten times as much we would have taken it and kissed the hands of the clerk (Harvard 1912) as our pal for life and everlasting benefactor.

Whew!—what a relief! And as stated, Commencement the next day and a small class reunion were worth it.

But there were times on the return trip when we had our doubts and were convinced that before departing we had seen the new moon over our left shoulder and been too dumb and hurried to note it.

Once again the "Red Wing" (night train to Montreal from Boston) was all sold out, but we refused to wait up this time, returned to our hotel sanctuary and the next morning took the "one car special" back to Canada where we started from.

Again the trip was fast and pleasant and as often happens we noted points of interest in the Connecticut River valley and beyond not noted before. Again we arrived on the dot. And also again too late for any train or bus connection for Saranac Lake where our "Drive Yourself" car was to meet us.

Once more also, an early call so we could make the 8 o'clock bus for Plattsburg with an hour to spare before the regular bus would leave for Saranac.

And here we reach the climax of this long-winded travelogue. We arrived at the bus station at 8:20 to find the first bus for Plattsburg (and New York) had departed, a second bus was filled and ready to go when its starter worked, and we (about 30 customers waiting in line) would be given a special emergency bus, as a great favor by the management. The only fly in that ointment was that our bus could not leave until bus No. 2 could go, and a special corps of French Canadian mechanics had not yet been able to find why the infernal machine would not start. When they did, with much gesticulating, waving of hands and cursing (the latter in Anglo Saxon) No. 2 did end its wheezing and sprang into life, it was nearly 10 a.m.—instead of an hour's leeway in Plattsburg we were without any leeway by 30 minutes.

We could still make connections, a hovering bus official assured us, for the Saranac bus would be wired to wait until the bus from Montreal arrived. (Later we remembered with some anguish that the official said "THE" bus not all three of them.) Well to those in the audience remaining—if any—it might be stated what follows is not a case of the "Wayward Bus" by John Steinbeck but the "Lost Bus" by R.W.R.

That is what happen as to Bus Driver No. 3. He lost his way before he reached the U.S. customs, and he had to take up half an hour at the nearest "service station" phoning Montreal before he could find it. He lost himself again at a place called "Champlain," had to turn around, retrace his steps and lose another 15 or 20 minutes, with the result (not hard to guess) that when the "Lost Bus" finally reached Plattsburg not only had the Saranac bus left but it was around 2 p.m. and there would be no Saranac bus until 6:30.

The final pay off—try to control your tears—was when the roving reporter was informed from Rice Mountain Lodge, that there would be no more "Drive Yourself" service—one futile trip in one day was enough—and Ye Editor, if he wished to get home and have a bath, would have to take a taxi.

So this thousand mile jaunt to attend our class reunion at Commencement ended with a 15 mile taxi trip, and a night cap of bread and milk!

We can think of no greater compliment to our class secretary who chaperoned us so considerably from 9:30 to 4:30 on the fateful 13th of this month than to say with hand raised in the august presence of "Judge Abbot" that it all was really WORTH IT!—R.W.R.



"WOW! WHOSE SHOES ARE IN THAT BOX?"

Constitutional Rights Of Individuals Seen Issue in Girard Case

By LYLE C. WILSON
United Press Correspondent

Washington — The administration's urgent determination that GI William S. Girard shall be tried by Japanese courts on a charge of manslaughter except by persons on the scene here in Washington.

As the matter stands today, Federal Judge Joseph C. McGarraghy's ruling of last Tuesday holds that to turn Girard over to the Japanese would be to deprive him of rights guaranteed to an American citizen by the United States Constitution.

The Justice Department has appealed directly to the Supreme Court, contending that McGarraghy's decision was "clearly wrong" and that it would be in the public interest to obtain speedy disposition of the Girard case.

Agreements Seen Endangered
Administration officials fear disruption throughout the world of the relationship of American troops overseas and the governments of the countries in which they are stationed. One official suggested that, if the Supreme Court forbids a Japanese trial for Girard, the whole structure of agreements under which U.S. troops are based overseas would collapse.

"We will likely have to withdraw our soldiers from Japan and perhaps from other countries," this official suggested. He explained that the governments of the countries involved could and perhaps would insist that U.S. soldiers be subject in some degree to local arrest and local law.

Immediate Action Seen
The Justice Department asked the Supreme Court to review the Girard case and is hopeful of immediate action. There is less hope, however, of a decision favorable to the government. On the day before Judge McGarraghy's ruling in the Girard case, the Supreme Court expressed itself emphatically in the field of personal rights. The court's position is wholly in defense of an individual's constitutional rights against encroachments by congressional investigators or federal prosecutors.

This point of view was expressed in extending the protection of the Constitution to several individuals who were Communist or who had had close Communist associations in the past. Having so carefully protected the rights of persons with a record of association with the Communist conspiracy, it generally is assumed here that the Supreme Court would equally defend the constitutional rights of a U.S. soldier.

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 an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Seeks Square Deal
To the Editor: While out of town a short time ago, my next door neighbor who works nights came home at 2 a.m. and found some vandal had stretched my 3/4-inch water hose across Laurel st., and turned the water on full force, and it was left that way for a sufficient length of time that the water meter indicated 13,400 gallons, or about 400 barrels, of water ran down 10th st. in plain view for a number of blocks.

This took place only two blocks from both the courthouse, also Main st. Where were our four police patrol cars which are supposed to patrol our streets for this several hours of time that they did not discover this? Any good business man only desires to be paid for merchandise delivered or services rendered. Have not the taxpayers a right to expect the same fair treatment from our Medford city officials as they would from any fair dealing business man? The Medford city water department said they "could do nothing about it."

Credit should be given where credit is due. Our Honorable mayor, realizing the situation, offered to pay for the wasted water out of his own pocket. I told him he owed me nothing but the city officials owe every water user a square deal.

Frank Howell
205 Laurel st.
Medford, Ore.

Veterans Pensions
To the Editor: As a service to your many readers at Camp White, will you kindly print the enclosed letter? Many veterans are unaware of what transpires in Washington until it is too late.

David Frisch
P.O. Box 292
Camp White, Ore.

(Editor's note: The letter mentioned above, from an official of the Veterans Administration, is too long for full reproduction. It explains provisions of existing law, which provide for reduction of pensions for hospitalized or domiciled veterans under certain conditions. It compares this to a prior law, which provided for considerably greater reduction of pensions under similar circumstances.

(The letter adds that two pieces of pending legislation would change such existing pension benefits, one to prohibit any reduction, the other to make the reduction greater. The Veterans Administration makes no prediction as to what Congress may do.)

More on Teenagers
To the Editor: In reading Mr. A. S. Unger's recent comments on teenagers, I'd say he was touching a very soft spot with many people, to say the least, and a very hard question to answer it appears.

I would say the only way they will ever take a step in the right direction is when they can make the individual see the shame of his own ways, by putting their pictures in the paper, using the old time hand and leg clasp, put them on a cart and put them on a busy

Disarmament, Japanese-U.S. Relations, Top Week's News

By CHARLES M. McCANN
United Press Correspondent

The week's good and bad news on the international balance sheet:

Hope rose measurably this week that the world's three great nuclear powers might take soon a historic

"first step" toward a disarmament agreement.

Soviet Russia had proposed, in the United Nations disarmament negotiations in London, that tests of nuclear weapons be suspended.

The United States took a decidedly friendly attitude toward this proposal. One reason was that Russia, in a radical departure from its traditional policy, proposed that control posts, equipped with scientific instruments, be set up in the countries concerned to make sure that any illegal tests would be detected.

But the United States sought also an agreement under which the nuclear powers — United States, Great Britain and Russia — would begin within an agreed time to stop production of nuclear weapons and to reduce existing stockpiles.

President Eisenhower and Japanese Premier Nobusuke Kishi opened a conference with a round of golf on the Burning Tree course in Washington.

Kishi's negotiations with Eisenhower and Secretary of State John Foster Dulles were expected to result in the establishment of a new basis for Japanese-American relations.

Japan's position in the Far East, with Communist China and Soviet Russia as its immediate neighbors, make it evident that Kishi was likely to be Eisenhower's most important guest during the spring and summer diplomatic visiting season.

Kishi arrived in Washington one day after a federal judge had ruled that the United States must not turn over to Japanese authorities Army Specialist 3C William S. Girard, accused of killing a Japanese woman on a firing range near Tokyo.

The ruling upset an administration decision to permit a Japanese court to try Girard under the Status of Forces agreement covering American troops stationed in Japan.

Judge Joseph C. McGarraghy held that Girard was clearly on duty when the woman was killed. Because of that, he said, Girard was entitled under the Constitution to trial by an American court martial.

The administration appealed to the U.S. Supreme Court.

"Deeply shocked" . . . "Abuses that could be perpetrated by a police force all-powerful, pitiless and unabashed by any shameful act . . ." "Appalling descriptions" of tortures.

In such words as these, a United Nations special committee denounced Soviet Russia's savage suppression of the Hungarian revolt last November.

Russian troops were used to crush "a spontaneous national uprising" and to overthrow a "legal and popular-supported government," the report said. It characterized Premier Janos Kadar as a puppet.

The report was the most vigorous denunciation of Soviet terrorist actions ever made by a U.N. assembly.

A special meeting of the U.N. Assembly, with all 81 members attending, may be called to follow the report.

Nautilus Farthest From Salt Water
Portland — When the Navy submarine Nautilus arrived in Portland harbor the world's first nuclear powered ship was the farthest from salt water she has ever been.

One of the ship's officers told newsmen who were invited to inspect the craft Thursday that the Nautilus had travelled up the Mississippi river to New Orleans—a distance of about 60 miles. But her trip up the Columbia and Willamette rivers late Wednesday — some 100 miles—was the longest inland journey for the ship which has logged more than 75,000 miles since she was commissioned Sept. 30, 1954.

The Nautilus visited Portland on the last leg of its first trip to the Pacific Northwest. The dull gray ship, which attracted large crowds to Portland's seawall, was not open to public inspection but limited numbers of city officials and newspaper and radio-television representatives were invited to inspect unclassified sections of the ship. The atomic submarine left for California early today.

Judge Turns Down Motions by Langley
Portland — Circuit Judge Charles Redding Thursday turned down motions by former District Attorney William Langley attacking seven indictments against Langley.

Judge Redding ordered Langley to appear in court next Thursday to enter pleas to at least three of the indictments. Langley's attorney indicated, however, that further motions would be filed against the indictments.

Langley has been convicted on a misdemeanor charge of neglect of duty.

Here are a few quotations from the Bible that may be of interest, and not just to teenagers:

Walk in the ways of your heart, and in the sight of thine eyes; but know whither that for all these things God will bring thee into judgment. David said: let them bear their own sins, those who consider not the Lord or the ways of righteousness. The Lord said in that day he will cause them to walk in the ways of righteousness and they will hate and abhor their own selves. Daniel, and many of them that sleep in the dust of the earth shall awake, some to everlasting life, and some to shame and everlasting contempt. Hell is no burning fire but an unrighteous soul in a righteous soul in a righteous kingdom. Let him that is evil change his ways, and he that is unrighteous change his thoughts.

Ted M. Sletten
1235 Poplar dr.
Medford, Ore.

Sees Parking Business
Frankly, if I were a young man today, instead of going into the automobile business, I would purchase land for a good downtown parking lot and gradually build a chain of parking lots. It seems as if garages for parking would be a good investment if properly located. I shall watch with interest the new mechanical "pushbutton garages" and note how they "take." I understand that such an open-air four-story garage costs about \$400,000. At any rate, my guess is that during the years ahead there may be more money in parking automobiles than in selling automobiles!

Wise are the city authorities who now spend money to buy up old buildings and install parking lots. In fact, such parking lots are a city's main hope, combined with proper advertising and service for downtown retail stores. In this connection I repeat a former forecast that all new retail stores will be larger, will be confined to one floor, and that the clerks will be on roller skates.

Motorcycles, Bicycles, Skates
If parking on streets is eliminated, this will speed up traffic and should help the bus companies of each city. On the other hand, more traffic lights should be installed at crossroads. The speedier the traffic, the more traffic lights will be needed. The question is, how will the waits and congestion at these cross streets be eliminated? This brings me back to Sir Isaac

Newton's great basic Law of Action and Reaction.

Automobiles will only continue to grow longer for a period, after which a reaction will set in and cars will be made shorter and shorter. Shorter cars, however, will not end the congestion at street crossings. In accordance with the Law of Action and Reaction, when the sale of cars begins to decline, the sale of motorcycles, bicycles, and roller skates will begin to increase. Now let me give my final forecast on the solution of the traffic problem.

Overhead Throughways
In most cities, awnings are now permissible for retail stores. These provide protection to pedestrians against both rain and extreme sunshine. In most cities there are miles of these awnings over the sidewalks. My forecast is that these awnings will be replaced by throughways for the use of motorcycles, bicycles, and perhaps foot passengers on roller skates. These throughways could be overhanging from the buildings just as the awnings now are; but they would be built by the city authorities and a small toll charge could be made for their use. They would be no wider than the sidewalks and would be elevated over all streets. This would enable a cyclist to go from the city line into the heart of the city without stopping for crossroads or intersections.

These elevated "throughways" would serve also as a protection from rain and sun to pedestrians on the sidewalks below. They would have outlets at every building. Just inside each building would be a place to park vehicles. Cities would soon be repaid for building these elevated "throughways" by increased second stories as valuable as the first floors.

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3 Jays Economy Size Orange or Fruit Punch 35¢ 1/2 gal