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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: July 8, 1947 (Tuesday). Formal request to war assets administration for acquisition by city of Camp White sewage disposal plant may be made this week, according to Vern Thorpe, city superintendent.

20 YEARS AGO: July 8, 1937 (Thursday). Increased sale of northwest pears in eastern markets this year predicted by Ted Pooley of Hood River, president of Oregon-Washington pear bureau.

30 YEARS AGO: July 8, 1927 (Friday). Federal mining company on the Little Applegate river resumes operation after three months of inactivity caused by flood damage.

40 YEARS AGO: July 8, 1917 (Sunday). Forest Supervisor Erickson announces ending of woodsmen and mill workers for the 10th reserve forest engineers has begun.

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

- 1. Was the first Masonic lodge in America opened (1733) in Boston, Philadelphia, or New York? 2. Is a pachyderm a gem, a rare tropical plant, an elephant or a skin lotion? 3. Bible: What is the first year of Jesus' ministry termed? 4. Do Eskimos eat penguins? 5. Which President was sometimes called the "Canal Boy"? 6. The capital of Maine is Lewiston, Augusta, Portland or Bangor? 7. What does "E. Pluribus Unum" mean? 8. Spiders have how many wings? 9. Is "wages" singular in signification and plural in termination? 10. "The wages of sin is death." Has "wages" as in this sentence, ever been construed as the singular form of wage?

Answers: 1. Boston. 2. Elephant. 3. The Year of Obscurity. 4. No. (Bongos are native only in the Antarctic). 5. James A. Garfield, from his early employment on a canal boat. 6. Augusta. 7. One out of many. 8. None. They cannot fly. 9. Yes. 10. Yes. "The wages of synne is death." (G)—Wycliffe.

Reflective street name signs, such as can be seen about a block away at night, are one of the latest developments designed to reduce automobile and traffic jams, according to traffic authorities.

Increase Licensing Age?

One of the state's most widely re-printed and discussed "letters to the editor" was published in the Bend Bulletin recently. (It appears slightly condensed elsewhere on this page.)

The woman who wrote it was motivated by a particularly horrible automobile accident near Bend, in which five members of a family were killed when another car, driven by a 16-year-old at high speed through a stop sign, crashed into it.

Mrs. Marshall calls for parents to assume full responsibility—moral as well as legal—for the actions of their children; to resist, if necessary, the social pressures on the kids for a car or the use of one because "all the other kids" have that privilege.

OF this we approve, wholeheartedly. But, unfortunately, her solution, while admirable as far as it goes, doesn't go far enough. For there are parents who will never heed this sound advice.

Meanwhile, we are all at the mercy of youthful squirrels who can, and not infrequently do, push two tons of high-powered machinery around without thought of anyone else's safety—nor, in fact, of their own.

We are sure that teen-age drivers are capable drivers. They have fast and sure reflexes, and possibly a better understanding of their cars' capabilities than many older drivers.

But any police officer, and any insurance statistician, will confirm the fact that, overall, young drivers are not safe drivers. (Drivers under 25 comprise 10 per cent of all drivers but are involved in more than 40 per cent of all accidents, and 27 per cent of fatal accidents.)

THE Eugene Register-Guard, commenting on the problem, seriously proposes that consideration be given to raising the age at which licenses to drive can be issued.

It says: "At the risk of seeming to be a stuffed shirt, we believe the lawmakers in Oregon would be doing the right thing by raising to 18 the age at which a driver's license could be obtained. It would immediately remove cars from the high school age group, and at the same time prevent a lot of the problems that are connected with the automobile. High school-age youngsters would be a lot less mobile. But would that be bad? We believe not..."

Not only traffic problems, but a lot of other offenses loosely categorized as "juvenile delinquency," are directly attributable to the almost universal availability of automobiles.

An automobile, as a fast, comfortable, private conveyance, puts an awful lot of temptation in the hands of young people who haven't had much experience in resisting temptation.

DRIVING the streets and highways of the state is a privilege—not a right. A driver assumes responsibilities for the lives and property of others when he slides behind a wheel.

With the increasing number of cars these days, with higher average highway speeds, and with the vast killing potential of all cars, it would seem that society might well demand a certain level of responsibility before extending that privilege.—E.A.

Accident "Rate" Down

While we're on the general subject of traffic accidents, we'd like to point out another fact which has often occurred to us, and which Frank Jenkins outlined on this page yesterday.

That is: While we are always shocked at the terrifying number of traffic accidents these days, we are continually surprised that the total is not greater. This impression is even stronger after taking a highway trip of some distance.

We recently drove from Medford to Portland to Astoria, down the coast to Reedsport, inland to Roseburg, and back down Highway 99. Not one accident did we see, although traffic was heavy all the way.

EXCEPT on the few stretches of divided highway, the route was on two-lane roads, with cars whizzing in opposite directions at combined speeds often exceeding 100 miles per hour.

And yet, in all but a few isolated instances, the cars were under control and being operated responsibly.

When it is considered that a fraction of a second's error in judgment, a moment's glance away from the road, or a minor distraction, could send two vehicles hurtling into each other, it is a wondrous thing that it is not more frequent.

BUT it is a fact that, while accident totals grow bigger each year, the rate at which accidents occur is declining. The increase is created by the larger number of cars on the highway.

Improved roads and traffic controls are part of the reason for the decline. Constant cautioning of drivers, and an apparently better realization of a driver's responsibilities, also plays a part. So, we assume, do the better visibility and brakes on newer model cars.

Whatever the reason or reasons, your chances of getting killed in traffic are slightly less today than they were a few years ago. (In Oregon, 1950 was the worst year.)

It is up to all of us to see that this trend continues. We can do so by supporting better highways, better traffic controls, improved licensing and reexamination procedures, better safety devices. But the most important thing of all is to be careful and responsible, ourselves, when on the highways.—E.A.



WE RENTED A BEACH COTTAGE, AN' WE'RE NOT GONNA SHAVE FOR A WHOLE WEEK!

Matter of Fact By Stewart Alsop

SOVIET ICBM The American government now has convincing evidence that the Soviets have successfully tested their first experimental version of a very long-range, multi-stage ballistic missile. The Soviet prototype was tested only a few weeks before "Atlas," the first American version of an intercontinental ballistic missile, was blown up off the Florida coast, on June 11th.



This first Soviet test of an ICBM prototype is, of course, an event of grave international significance. It is comparable, as a technical achievement, to the first Soviet test of an atomic bomb, in 1949, and to the first Soviet hydrogen bomb test, in 1953. Eventually, it may be expected to have the same profound effect on the world balance of power as those two Soviet technical triumphs.

The ICBM has been called "the ultimate weapon" because there is no known defense against it. A fully operational ICBM is designed to fly half way round the world at several hundred miles altitude, in a matter of minutes, armed with a thermonuclear warhead, characteristics which suggest why any defense against it is for the present wholly theoretical.

THE Soviet test version was a multi-stage rocket with an "operational configuration." In other words, it was a first test version of a weapon designed for ultimate military use, rather than a mere research vehicle. This does not mean, of course, that the Soviets will have operational ICBMs in strategically decisive quantities in the very near future. There is a long, difficult road to travel between the first test flight of a prototype multi-stage long range missile and the achievement of an operational weapons system.

An ICBM consists essentially of three parts — the enormous first stage rocket which powers the initial flight, the second stage rocket which carries the warhead over the target area, and the warhead itself. The first stage must be tested again and again to eliminate "bugs." Then the accurate "divorce" of the second stage from the first must also be repeatedly tested—it is no easy task to launch one rocket from the back of another, traveling at many times the speed of sound, so accurately that the second rocket remains on course.

Finally, a thermonuclear warhead must also be designed capable of withstanding the terribly high temperatures caused by the friction of the re-entry of the rocket into the earth's atmosphere. And, once all these problems have been solved, it is then necessary to build decisive numbers of these enormously complicated and expensive weapons, construct launching sites for them, and train personnel in the complex business of maintaining and operating them.

FOR such reasons it is probably one cannot say surely—safe to assume that several years will elapse before the Soviets have achieved an ICBM system capable of a decisive surprise attack on the United States. But the first Soviet test of a prototype ICBM is clear warning that this time will come. Much will depend on whether the United States has the capacity to respond in kind.

ICBM bases are, compared with bases for long range aircraft, mobile and easily concealed. If both sides have an operational ICBM base system, neither side can knock out the other's delivery system. But if the Soviets are the first to create an operational ICBM system, they could then, in a surprise attack, destroy the Strategic Air Force bases, and thus the American capacity to retaliate decisively. No one can judge whether they might actually do so. But the opportunities for blackmailing the United States into accepting a super-Munich are obvious, and past history suggests that the Soviets would certainly take advantage of these opportunities.

THIS is enough to suggest why the Soviets, in the midst of the talk of disarmament and "peaceful co-existence," have made an enormous effort to win the ICBM race. The fact that the Soviets tested their prototype shortly before the first American ICBM test (whose testing this space was first predicted in this page) does not mean that they have won the race. Nor is it too significant that it was necessary to explode the first American ICBM prototype in the air shortly after take-off. In the missile business, accidents happen, and they can even be usefully instructive.

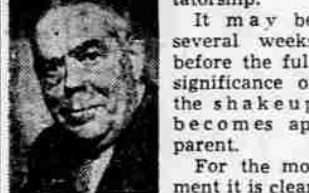
Yet though we have not yet lost the ICBM race, we have received clear warning that we may lose the race. And the Soviet ICBM test is only the latest item in an accumulating wealth of evidence, which will be described in a forthcoming report, that the Soviets have made giant strides in missile development. These Soviet triumphs have been achieved at a time when the American missile effort is being sharply cut back in the name of economy and in deference to the budget ceiling. Because this is so, the decision has apparently been taken to play down the danger, and to push up the evidence of the first Soviet prototype test. Yet the test occurred, and it has gravely shaken the highest official circles as well it might.

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Soviet Experts Still Believe Khrushchev Not Sole Dictator

By CHARLES M. McCANN United Press Correspondent

One big question in the Kremlin-shakeup is whether Soviet Russia is heading again toward a one-man dictatorship.



It may be several weeks before the full significance of the shakeup becomes apparent.

For the moment it is clear that Communist chieftain Nikita S. Khrushchev has emerged the victor in a long and serious dispute on policy with Vyacheslav M. Molotov, Georgi M. Malenkov and Lazar M. Kaganovich.

But there is reason to doubt that Khrushchev either aspires to be dictator or could be if he wanted to.

Molotov, Malenkov and Kaganovich are accused of opposing Khrushchev and Premier Nikolai A. Bulganin in pretty nearly everything that came up in the Kremlin.

This included agricultural and industrial reforms and reorganizations and a somewhat more liberal government set-up.

It included relations with leaders of other Communist countries, notably President Tito of Yugoslavia who led the movement toward independent Communism.

Khrushchev and Bulganin realized that the day when Russia could exert complete domination of the affairs of other Communist countries had ended.

In foreign policy, the Khrushchev-Bulganin program of "peaceful co-existence" with the Western countries and the development of personal contacts with the leaders of those countries was involved.

It is indicated strongly that domestic policy and relations with leaders of other Communist countries overshadowed foreign relations in importance.

Actually, Khrushchev and Bulganin had pursued their policy of "co-existence" despite Molotov. When he opposed the personal contact technique, Khrushchev and Bulganin simply left him home while they made personal contact visits abroad. A year ago, they threw him out of his post of foreign minister.

But Molotov, who once had been regarded as Josef Stalin's heir, Malenkov, who succeeded Stalin as premier only to be deposed, and Kaganovich kept on fighting.

How serious the situation became is shown by the fact that in the big shakeup five of the eleven members of the Communist Presidium—the men, who really rule Russia—were ousted.

Naturally, the shakeup has strengthened Khrushchev as the

domestic and press relations. (Incidentally, although it was wartime, he had ONE part-time bodyguard.)

President Eisenhower has a top assistant, a deputy assistant, a half dozen secretaries including two who handle press relations, a special legal counsel, ten special assistants for advice on everything from atomic energy to air safety, an adviser on personnel management, a special consultant, four administrative assistants, one physician and three aides from the armed forces.

ALL this pertains only to the White House—which is only one department of our national government. All over the city of Washington the story is the same. More and more people to handle the mushrooming details of our fabulously expanding federal bureaucracy. More and more buildings to provide space for all these people to work. And to house the voluminous records resulting from all this paper work.

Our country, you see, is GROWING.

The machinery of our national government has to grow to keep up with the country.

I SUPPOSE it is all right. But there are times when one can't help wondering. One reason why our federal government is proliferating all over the place is that Washington is becoming to an astonishing extent the county seat of all of America. We go to Washington now to transact all kinds of business that used to be transacted in the courthouse. The same goes for our statehouses.

So, unavoidably, the federal bureaucracy grows.

One of Christ's Parables

A man had a fig tree in his garden and at the season, he came looking for figs and found none. So he told the gardener to cut the tree down. But the gardener would first dig around the tree and add fertilizer. Then if no figs, he would cut down the tree.—Luke 13:6-9. In this parable, the non-bearing tree stands for the Christian who is a mere make-believe. He acts like a Christian, but he does not believe in Christ as his Lord and Saviour. Now the saved—they believe that Christ's blood washed away their every last sin and that God gives them eternal life. Which kind are you?

Geo. N. Taylor, 2385 87th Ave. S.W. Portland 1, Ore.

No. 1 man in Russia's collective leadership.

Whether, as some suggest, Khrushchev is on the way to becoming a Stalin-type dictator remains to be seen. If he is nearly all experts on Russia will have been proved wrong. They have insisted that Russia really has a collective leadership. They say that nobody, including Khrushchev, wants a return to one-man rule. That sounds reasonable.

Bend Woman Seeks Parent Responsibility For Youthful Drivers

(Editor's note: The following letter, printed in slightly condensed form, first appeared in the Bend Bulletin, following an auto accident June 14 in which five persons were killed. It has since aroused widespread interest throughout the state. See editorial comment on this page.)

To the Editor: The massacre of a whole family June 14 by an uninhibited 16-year-old at the wheel of a high-powered murder weapon brings right to our front doors a situation that we have either evaded or have figured "couldn't happen here."

For several years our little city, like other cities all over the country, has been plagued with hot-rodgers at the wheels of cars belonging to their parents or owners by them with parental consent and parental signatures. These young have to have parental consent or acquiescence because they are not of legal, or so-called responsible, age. Even though not considered of responsible age, they are still allowed to drive cars at 16 with a permit issued legally — allowed to drive cars, which in the hands of irresponsible people of any age, are potential murder weapons.

Parents who have any considerations at all for other human beings would not think of giving their son or daughter, whatever age, a high-powered rifle and then turning the child loose to use the rifle as he wishes. And yet those same parents will turn the keys of a car over to a child without any proof that the son or daughter is responsible enough to use the car with care.

I know why parents do this. We have had a teen-age daughter and I know what pressures are brought to bear on parents. Boys and girls want to have cars because "all the other kids" have the use of cars. We fear our children won't be popular if they don't do the things "all the other kids" do, don't have all the advantages "all the other kids" have. So instead of teaching our children control and developing in them a sense of responsibility to other individuals, as well as to themselves, we weakly give in to their demands because we want them to be acceptable to whatever group they have chosen.

The consensus of a great number of students of the juvenile problem is that parents are responsible and I thoroughly agree. I believe that the family was established for a definite purpose, one of which is to supervise the young until they have developed a sense of responsibility that will enable them to strike out on their own in given social and economic situations. It is to the eternal damnation of a good many parents today that they don't care enough or are too weak themselves to do what is best for the welfare of their own children.

Can't they read? The papers day after day are filled with stories of what is happening to our boys and girls who are allowed too much responsibility for their own welfare before they are old enough or mature enough to take it.

The law of our land, than which there is none higher except God's moral law, recognizes the fact that responsibility rests on parents until the child

is at least 18. If a son wants to join the service prior to that age, he is supposed to secure his parents' consent. If a child wants to be married before that age, he is supposed to secure the parents' consent. In other words, if a child desires to accept the responsibilities of adulthood, his parents are the ones who are supposed to know whether he is yet mature enough for such a step.

According to the law, then, parents are liable for their children until the children are at least of legal age. If parents don't assume this responsibility voluntarily they should be forced to do so.

I believe the parents of the boy driving the car involved in the accident mentioned above are as responsible for the deaths of these people, as if they had been at the wheel of the car, instead of their son.

This is a terrible tragedy and they have my sympathy. But they had a warning. Their son was involved in an accident a short time ago in which he wrecked his own car. The one he was driving Friday night belonged to his parents. The five people innocently and happily on their way to a reunion with their family had no warning. They did not even have time to apply brakes. And they were driving along a highway with no reason to fear that the stop signs on roads leading into it would not be observed.

This accident should never have occurred. It did. And it could have happened to your family or mine. What can we do to keep similar accidents from occurring in the future? As parents, we can evaluate our relationship with our children, if we care enough.—Mrs. George W. Marshall.

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