

MEDFORD MAIL TRIBUNE

Published Daily Except Saturdays by MEDFORD PRINTING CO.

ROBERT W. RUIH, Editor; GERALD LATHAM, Business Manager; ERIC ALLEN, Jr., Managing Editor.

Subscription Rates: Daily and Sunday—One year \$10.00; Daily and Sunday—Six months \$5.00.

Official Paper of the City of Medford; Official Paper of Jackson County; Official Paper—Full Leased Wire.

Advertising Representative: WEST-HOLIDAY COMPANY, INC. Offices in New York, Chicago, Los Angeles, Seattle, Portland, St. Louis, Atlanta, Vancouver, B.C.

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Editorial Correspondence . . .

New York, N.Y., July 7.—The best day in the week to be in New York City is the day everyone else goes away—namely the Sabbath.

Because "everyone" goes away for the week end, there is no traffic and except perhaps at the Bronx zoo, no crowds.

Today we arose around 6 a.m., had breakfast and with the sun shining in a cool and clear blue sky, sallied forth via the Fifth ave. side of Central Park.

In sharp contrast to Stonington where we spent last week, everything was green and cool—Stonington for some strange reason is experiencing a drought, and the lawns in that charming fishing village are as brown and dry as they used to be in Rockford in late August.

Even the seals in the center pool were sleeping on the rock, the cafeteria was closed, as were the animal houses ditto, only a smothered roar of a lion indicated that one of the "king of beasts" at least had arisen early also.

All the way down to the Plaza we only met a group of colored boys on their bikes, en route south presumably from Harlem, and one young cop swinging a stick but in his shirt sleeves, prepared apparently for the heat he knew would come before he finished his rounds.

Proceeding down Fifth Avenue it was equally delightful, only a taxicab now and then and perhaps a house maid going the family pooch an airing—etc., etc. The doorman at the Savoy Plaza was asleep in his chair, and while the street lights, green and red, were going on and off as usual, there was no need to more than take a look right and left on the "red" for as indicated the traffic was practically nil.

When we lived in New York and were reporting for the late and lamented "Commercial-Advertiser," we used to hie to the country every week end when we could scrape up car fare—and were living here now would undoubtedly do the same—but as remarked for the visitor from afar, the best day to browse around the biggest city in the "New World" is Sunday—before and after church of course!

After a sufficient pedestrian "work out" we boarded a cross-town bus for the "Mayflower," hitched, most inconspicuously, to the Hudson river sight-seeing dock at the foot of 41st street. The day was young but a typical "Coney Island" crowd was on hand, mostly fat men in their shirt sleeves and fatter women in low necks, with a perfect mob of running and squealing children. It being the Sabbath, one surveyed the scene from the poop-deck of the Elizabethan replica and wondered if any of the revered Pilgrims could have returned in spirit what THEY would have thought of it!

The only completely unexpected thing about the "Mayflower"—to our reporter at least—was the coloring. The reincarnated bark was as gay as a Hong Kong junk on the Chinese Fourth-of-July. Fore and aft it was painted in white, red, blue, brown and gold stripes, so in the bright July sun Ye Editor missed his dark glasses.

Another thing would have surprised any resurrected Pilgrim fathers. It was, 10:30 a.m., yet most of the crew, we were told, were still breakfasting at the New York Yacht club, where they were residing.

We have a pious idea that if any of those Pilgrim fathers were to enjoy a reincarnation and applied as they were when disembarked at Plymouth Rock for admittance to this exclusive Forty-Fourth street club, the pompous and muscular door man would have called the police and had them taken to the nearest bastille as unlicensed vagrants!

Another surprise was the diminutive and unseaworthy appearance of this heavily timbered high flown tub. There must have been some reason for such a weird top heavy construction, but we could find none of the crew present who could—or would—explain it. The surprise to this land-lubber was not that the ship had to be towed into Plymouth and New York harbors, but that it ever got near either under its own power. Being constructed entirely of wood, perhaps it could not sink, but how in a heavy sea it could remain upright is a mystery to this awed observer. The river boats and sea tugs moored at the same dock looked like snappy, sea-worthy ocean "greyhounds" in comparison.

But the original "Mayflower" made it without the aid of tug tow-lines and we don't blame their descendants for being proud of their spiritual faith and physical hardihood. It is a mystery however where the Pilgrims—that is so MANY of them and with so much antique furniture—found room to eat and sleep, especially the latter. There must have been, we should conjecture, considerable "bundling."

We have known only a few Mayflower descendants and those were noticeably reserved when it came to talking. That reticence is more understandable after viewing the replica.

We could never claim anything of the sort. Our paternal ancestors, according to the family records, came over to this country in a sailing vessel called the "Sunshine" and landed at Philadelphia a full hundred years later.

"Mayflower" and "Sunshine"—we never thought of those 17th and 18th century emigrants as a particularly gay lot, but they chose very pretty and gay names for their media of salt water transportation!—R.W.R.

Those Small Foreign Cars

You may think you see lots of small foreign cars on the streets and roads these days, but the number is large only in comparison with what you used to see of them, not with the number of American cars.

Almost 200,000 (a few of them medium-sized rather than small) will probably be sold here this year, but that's only 3 per cent of the new American car sales estimated for 1957.

ONLY 25,000 or so foreign cars were imported into the U. S. for sale in 1954, so the increase over four years is eight-fold. Almost half the foreign cars sold here are the German air-cooled Volkswagen. Whereas four years ago the small foreign car was apt to be thought "screwy," it has now become "smart," and not only among rock-'n'-rollers.

Three outstanding appeals of the small foreign car are its easy maneuverability for parking, its economy in gasoline and its low price. The Volkswagen sells new in the East for around \$1,500, as do one of the French Renaults and a British-made Ford. And the diminutive German-made Isetta 300, one-cylinder, is offered at New York for all of \$998.

THE small Metropolitan sold by Nash in this country is a British product. Now comes the Scotsman, made here by Studebaker-Packard, with a two-door listed at \$1,776. However, the price is exclusive of what the Company calls "modest" delivery charges and of certain accessories to which many American car-owners have become accustomed.

To make a small car in this country costs almost as much as to make a medium-sized one. General Motors announced on June 20 that it is about to sell its British made Vauxhall through Pontiac dealers and its German-made Opel through Buick dealers. Ford is increasing the number of its dealers offering the various Ford models built in Britain, and Chrysler has announced it is "keeping abreast" of what is going on.—E.R.R.



"DAD! DON'T YA WANT YOUR PICTURE TOOK? DAD?" "HEY, DAD!"

Today and Tomorrow

By Walter Lippmann

TODAY AND TOMORROW THE PURGE OF STALINISTS

The purge of Molotov and the five other high Soviet officials has been made public in two stages. In the first, there was an official communique which charged them with opposing the reforms which have been adopted since the death and degradation of Stalin. In the second, they are being charged with offenses that are capital crimes, and could make them liable to trial and execution.

Apparently, the Soviet Union has not as yet reached the point in its political development where it can adopt a new policy without destroying the men who stood for the old policy. That point had not been reached among the great powers of Western Europe until about the end of the seventeenth century. There is much which suggests that the Soviet Union, which has long been the technological development, is in its constitutional practice backward by about 300 years.

The official explanation of the purge is plausible enough if we read it within the framework of the primitive political theory that a disagreement on important matters can be solved only when the losing faction has been destroyed. It is a recent and very advanced idea that there can be, indeed that there ought to be, such a thing as a loyal opposition.

At the level of policy, Khrushchev's complaint against Molotov is that he has become a narrow-minded and cantankerous old fogey. As such, he has made himself the leader of a faction in a state where factionalism is a crime, is treason against the sacred deposit of Leninism and the laws of the revolution. Molotov has, says the communique, been "at variance with the party line," which means not merely that he has voted against it but that he has been conspiring against the party. He has "failed to see the new conditions, the new situation" which has existed since the death of Stalin. He has taken "a conservative attitude," clinging to "obsolete forms and methods of work that are no longer in keeping with the interests of the advance toward Communism."

Thus in domestic affairs Molotov has opposed the policy of appeasing the national feelings of the constituent republics. He has been opposed to the decentralization of the industrial machine. He has been opposed to offering the peasants greater economic rewards, and he has been opposed to the agrarian policy which aims at more production of milk, butter and eggs.

In foreign policy, Molotov "showed narrow-mindedness and hampered in every way" measures "to erase international tensions." He opposed the Austrian Treaty. He opposed the "normalization" of relations with Japan. He opposed improved relations with Tito. He opposed the good will missions which Bulganin and Khrushchev have been making to foreign countries.

WHILE the size and fury of the purge indicate that the Stalinists' opposition to Khrushchev has been formidable, for some time to come Khrushchev's new policies will prevail. He will attempt to govern the Soviet Union not, of course, with the active consent of all its peoples but, with sufficient leniency and favor to win their passive assent. He believes he can do this, as he said on Saturday in a speech at Leningrad, by "catching up with the United States of America"—not in its constitutional development but—in industrial production per capita of

population" and "in the production of meat, milk and butter."

He will attempt also to consolidate what he calls the Communist camp—the collection of countries which extends from North Korea and China and North Viet Nam on the Pacific to East Germany and the line of the Iron Curtain. There, he will turn away from Stalinism, which regards this vast territory as an empire with its capital in Moscow; he will turn toward the kind of federated association of national communist states, with the Soviet Union as the senior partner.

WHEN we ask ourselves what this is likely to mean in our relations with Russia, we shall do best, I think, to regard the Khrushchev reforms as aimed at stabilization—within the Soviet Union and within the Communist orbit. Khrushchev believes that Stalinism, stubbornly and relentlessly pursued, would have made the Communist world unmanageable. It would have led to the kind of internal convulsion which, it appears, is what Mr. Dulles has been hoping and waiting for. Khrushchev's efforts are an attempt to save Communism from this disaster, and to provide it with a basis in nationalist and popular feeling on which it can maintain itself and endure.

This may well prove to be an historic change. But we must be careful not to confuse a change of policy within the Soviet Union with the hope that Khrushchev is now going to agree with us about Germany and Korea and Formosa and the like. Almost surely, the change makes it more than ever unlikely that the Soviet Union will undertake itself, or promote among its satellites, an overt military aggression. But, on the other hand, this does not mean that they are likely to make the kind of concession which our German policy demands of them.

The probability is that the international effect of the Khrushchev reforms will be to reduce certain of the weaknesses within the Soviet Union, and thus to promote not agreement and not a settlement but, peaceful coexistence.

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Kremlin Shake-up May Improve Relationship With Satellites

By CHARLES M. McCANN United Press Correspondent

The Kremlin shake-up is likely to improve Soviet Russia's relations with Yugoslavia, Poland and Communist China.

President Tito of Yugoslavia, Communist leader Wladyslaw Gomułka of Poland and Chinese Red leader Mao Tse Tung support strongly the contention that there can be "different roads to socialism."

That means, of course, that it is not necessary for Communist countries to follow blindly the lead of Soviet Russia.

To a great extent, the victory

of Soviet Communist leader Nikita S. Khrushchev over his enemies in the Russian collective dictatorship is a victory for Tito, Gomułka and Mao also.

Tito broke away from Russian domination in 1948. Gomułka won a great measure of independence as the result of his skillful course in last fall's Polish Revolt. Mao never let Wladyslaw Gomułka of Poland and Chinese Red leader Mao Tse Tung support strongly the contention that there can be "different roads to socialism."

There has been sharp divergences between these three leaders and the Russians on matters of Communist doctrine. There has been intermittent feuding between Tito and Soviet leaders for nine years. Mao criticized Russia's brutal suppression of the Hungarian revolt and gave possibly decisive support to Gomułka in Poland's rebellion against Russian domination.

Two of the three biggest Soviet leaders purged in the Kremlin shake-up were old-line "Stalinists" who held that Moscow was the supreme fountainhead of Communist wisdom.

This seems to make it likely that there will be much closer cooperation in future between the Russians and the supporters of "national" Communism.

Mao Tse Tung is expected to be in Warsaw on July 22 for a state visit to Poland. Unless he changes his mind as the result of the purge, he will not visit Moscow until after he leaves Poland, even though he must pass through Russia to get there. The

Russians did not like that idea and tried hard to get him to give Moscow priority.

Now there is every indication that when Mao does visit Moscow, his visit will be much more friendly than was expected.

It will be surprising if Tito does not visit Moscow soon for a get-together, or if Khrushchev and Premier Nikolai A. Bulganin do not visit him in Belgrade.

There are likely to be some important developments during the present visit of Khrushchev and Bulganin to Czechoslovakia, Czechoslovakia, East Germany, Romania, Bulgaria and Albania are all under the rule of hide-bound "Stalinist" leaders. Premier Janos Kadar of Hungary is a puppet. He necessarily follows the Moscow line but he has "Stalinist" enemies among Hungarian Communists.

So far, it has not become apparent whether there is to be a big purge of the "Stalinists" in these countries.

Some of them may be forced out. But some or all of them may succeed in getting themselves aboard the band wagon and announcing that they really have been "different roads to socialism" men all along.

The prospect of an easing up in party-line doctrine is being welcomed in Western countries. But Tito, Gomułka and Mao are all Communist dictators. Closer relations between them and the Russians may or may not ease up East-West tension.

In the Day's News

By FRANK JENKINS

One hears a great deal these days about teacher shortages. There is apparently no teacher shortage in California's major cities—meaning that at San Francisco and Los Angeles.

This is stated by the authority of a young woman who came out to a friend, like all Easterners (Chicago is "East" to us out here on the Pacific Coast, even if in New York it is regarded as the wild and woolly West) she fell in love with California, and said to herself: "THIS is for me."

So she started looking for a job. (Excuse that, please. When one is a teacher, one doesn't start looking for a job. One applies for a position—which is what she did.)

SHE discovered rather quickly that no positions were open in the upper echelons of the San Francisco school system. She could have started at the bottom, but since she is fairly well up the ladder in her home city that is not particularly appealing.

Of course— She could have gone out into one of California's smaller cities, where the competition is not so keen. But, in this modern world, when one gets placed in a metropolitan city, where the lights are bright, one doesn't like to go out into the country.

WHAT she has is a good position in a good organization. If she sits tight and keeps up with her profession, she will keep moving on toward the top of the ladder, which is something to be considered.

Then— There is something else. She has been once already to Europe. She loves it. She wants to go again. She feels that even in Chicago she will be far nearer to Europe than she would be out here on the western rim of the continent.

In San Francisco, she tells herself, she would be as far from the Atlantic seaboard, which is the point of departure for Europe, as she would be from mid-Europe itself in Chicago.

And so on. What she is trying to do is to convince herself that the thing to do is to STAY PUT instead of dashing off into the unknown. It is an ancient process. I'm quite sure the early American colonists went through it when they were trying to decide whether to stay at home and be safe and certain or to take off for the fascinating New World.

Communications

Letters to the Editor must bear the name and address of the writer although under certain circumstances the use of a pen name or initials for publication is permissible. The Mail Tribune reserves the right to edit all letters with an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

No More Mustache Cup

To the Editor: May a private citizen join the debate over re-zoning 28 acres to allow Sears and others, to enter our city, bringing added prosperity and employment?

If Medford wishes to forever be a small one-horse community with masses of unemployed people, who incidentally have no buying power, then by all means let us argue and council and bar new enterprise from joining us. Let all the merchants band together and oppose any new move. Thus they can continue indefinitely running a skeleton crew through the winter months and eking out an existence the rest of the year.

If there is available property deteriorating in the city limits near the present shopping areas, why not do as California does? They take the income from parking meters to provide free all-day parking lots for customers. It works wonderfully and would provide the present business sector with hundreds more happy customers.

The parking situation in Medford is the worst we have ever seen. Whether getting a permanent, buying a dress or a bottle of iodine, a person must keep going back, sometimes for blocks, to keep feeding the little mechanical fiend, the parking

'King's Commandos' As Proof New Security Laws Are Unnecessary

By LYLE C. WILSON United Press Correspondent

Washington—The idea that special legislation is needed to prevent newsmen from endangering the national security is a puzzle for the paunchy World War II veterans of Adm. Ernest King's Arlington County Commandos.

Chairman Lloyd Wright of the Commission on Government Security wants such a law. It would impose a fine and imprisonment on newsmen found guilty of exposing government information classified as secret or top secret.

The chairman has not come up with much specific proof of need for what is known around town as "Wright's Law."

The little known story of the admiral's commandos is pretty good evidence that newsmen can keep top secrets. The commandos were a slack outfit, short on spit and polish. The late Fleet Admiral Ernest Joseph King's fellow officers will never believe the wartime Navy boss ever could have taken up with their likes.

King did, however, and how and why make one of the better hidden stories of the late, great war.

Prestige Hard Hit Arlington is a county in Virginia across the Potomac from Washington. The commandos were organized in October, 1942, shortly after Navy prestige was hard hit again with announcement of the loss of five cruisers in the Solomon Islands. Three were American—the brightly new Quincy, Vincennes and Astoria.

The late Cornelius Bull, a former newsman and husband of the admiral's niece, sensed that the Navy was in for some hard going. Bull took a chance.

Despite his knowledge that next to Japanese and Germans, King most disliked newsmen, Neely Bull proposed to the admiral that he meet a hand-picked group of Washington reporters. Within a fortnight a chilly meeting took place in Bull's Arlington county home. King talked a little, explained a bit and stiffly answered questions.

Met Throughout War Perhaps to the admiral's surprise, news of the secret meeting was not all over town with-

in a single day, or ever. Bull arranged another some weeks later. King was warmer by then. A third meeting came after a lesser interval.

They continued throughout the war in an atmosphere of real warmth and friendship. King's frankness sometimes was frightening. The newsmen got a lot of information and guidance from King during the war years and the admiral unquestionably got the Navy's story before the public in its best light.

The commandos alone knew how and why Gen. Dwight D. Eisenhower was picked to lead the Normandy invasion. And there was the day when FDR was half-minded to kick Gen. George C. Marshall upstairs to some kind of global command, exact duties unknown.

King didn't like the idea and rallied his commandos in opposition, leading the charge in person. The blast of unfavorable publicity was beautiful to behold. The project folded. And of all the top secrets King divulged over a friendly can of beer, none ever leaked.

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