

MEDFORD MAIL TRIBUNE

Everyone in Southern Oregon Reads The Mail Tribune

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ROBERT W. RUIHL, Editor; HERSH GREY, Advertising Manager; GERALD LATHAM, Business Manager; ERIC ALLEN, Jr., Managing Editor; EARL S. ADAMS, City Editor; HARRY CHIPMAN, Telephone Editor; RICHARD JEWETT, Sports Editor; OLIVE STARKER, Society Editor; DALE ERICKSON, Circulation Mgr.

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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

Aug. 6, 1947 (Wednesday) Hopes rise for early construction of city park swimming pool. From Arthur Perry's 'Yo Smudge' Pot column: After the recent UN cease-firing order what the world needs is a cease talking order.

20 YEARS AGO

Aug. 6, 1937 (Friday) Acting secretary of the culinary union of Grants Pass reported kidnaped early Tuesday by masked and armed men. Some Bartletts will be ready for picking by Aug. 15, tests show.

30 YEARS AGO

Aug. 6, 1927 (Saturday) Patrons of Crater Lake community house dance to four-piece band played by youngsters ranging from five to eight years old. Eagle Point people attend water meeting in Medford to request use of city water.

40 YEARS AGO

Aug. 6, 1917 (Monday) Local committee campaigns for water district to increase yields. Forest fires of serious dimensions break out Saturday in several different county locations.

What's Your I.Q.?

Nine or ten correct is superior; seven or eight is excellent; five or six is good

- 1. June 5, 1790: First passenger-steam freight boat propelled by steam makes 80-mile trip between Philadelphia and Trenton. Name the inventor.
2. Is the bat a night or a day bird?
3. Bible: Did Terah, Abraham's father, live in a house, tent, or a cave?
4. Is nationality determined by Federal or State law?
5. Shylock is a character in which of Shakespeare's plays?
6. Name the author of "Cass Timberlane."
7. To what country does the port of Vladivostok belong?
8. In Post Office usage, what is a "nixie"?
9. What is the plural of cupful?
10. "Humanity must perforce prey on itself. Like monsters of the deep." — Shakespeare. Is "prey" also the British way of spelling "pray" — which as Grey is to Gray?

Answers: 1. John Fitch. Neither (it is a mammal). 2. House. 3. The Merchant of Venice. 4. Sinclair Lewis. 5. Soviet Russia. 6. A dead letter, (one that cannot be delivered). 9. Cupfuls. 10. No.

Airplane Propellor Kills Young Worker

Salt Lake City—A young Western Air Lines employee was killed early today when he backed into the whirling propeller of a DC6 passenger airliner. Western officials promptly cancelled the Los Angeles-bound coach flight, No. 763. The victim, Arthur Manning, 23, Salt Lake City, had worked for Western about three months. A spokesman said Manning had just finished operating a battery power device or "energizer" when he stepped backward into the spinning blade.

R.R. Magazing Scores S.P. Policy

In one direction the "FRIENDLY" Southern Pacific propaganda has been a great success.

It has, by persistent misrepresentation and suppression of the facts, convinced a large number of the innocent bystanders, that in abandoning all passenger service, on its important Siskiyou line, it has merely followed the example of practically all other railroads, forced by increasing air competition and heavy financial losses, to abandon rail passenger service in large areas entirely.

THIS just doesn't happen to be true.

Not only is the Siskiyou area, the largest, most populous and prosperous area in the entire "Billion dollar S.P. system" to have been deprived of all passenger service, but it is probably the largest in the country.

Passenger service has been modified and curtailed in many areas, but its abandonment, where such action meant no passenger service WHATSOEVER, for a prosperous and productive area of 250,000 people, there is no precedent for what the "Friendly Southern Pacific" has done to this section of Oregon.

NOR is it true that "the public be damned" policy of the "S.P." has been followed by American railroads as a whole, or that the reactionary defeatist view of President Russell, that passenger service in 10 years is doomed anyway, so why not drop it now—has any standing in responsible and progressive railroad circles.

IN FACT the magazine of railroads "Trains" in its issue of this month has a most interesting article entitled "The Passenger—Keep him happy." It is by Edward G. Budd Jr., and we would recommend it highly to President Russell, for it knocks him and his entire railroad philosophy into the well-known "cocked hat."

We regret we haven't the space to print it, in its entirety, but here are a few pertinent paragraphs:

"We divide the whole passenger business into four parts—the long haul, the heavily traveled overnight service, the shorter travel between important points like New York to Washington, and commuter service. These four categories have one thing in common. Each can be improved, each can be enlarged and each can be operated at a PROFIT." (The emphasis is ours).

There IS a challenge for the SP's pennywise and greedy policy. The author moreover supports his claim with evidence.

LESS than a year ago the "Burlington" overhauled its always popular "Denver Zephyr" running from Chicago to Denver, with Vista Domes, Slumber Coaches, "Chuck Wagons," sleepers and coaches. During its first full month of operation it enjoyed an increase of more than 1000 passengers and in its second month 1700, while during its first five months 10,000 persons enjoyed the economical comfort of the "Slumber Coaches"—this latter not being Pullman service but RAILROAD service and on coaches, so that for the cheap coach fare the passenger can have a private room, bed and toilet at a small fraction of the first class cost.

THE Santa Fe, the Boston and Maine, the Burlington, B&O, the Pennsylvania, have made similar modern improvements and with equally profitable results.

Meanwhile the S.P. wails and weeps about losing \$40,000 — or was it \$400,000? — on the "midnight rattler" service it once begrudgingly supplied between Ashland and Portland.

Here is what Mr. Budd has to say about the "rattler" type of service—so dear to the heart of the antiquated S.P. management, quote:

"The expensive car is not the deluxe coach such as one of the new hi-level cars on the Santa Fe's 'El Capitan.' Suppose it did cost as much as \$300,000. People like to ride in it and are willing to pay the price. No, my friends, the expensive car is the 'old rattler,' eating its head off in operating and maintenance costs and hauling a handful of people who are aboard under duress and in the meantime driving patrons to the airlines, buses and automobiles."

COULD a better description and indictment of the SP's policy toward Southern Oregon be imagined than THAT?

And it is not in any unfriendly press, but in a magazine devoted exclusively to modern railroading and its perplexities and problems.

Certainly if the facts in this article misrepresented the passenger traffic problem, or distorted the picture as a whole, a magazine like "Trains," read almost entirely by railroad men, would never print it.

WE DON'T know whether or not the author had President Russell and his Board of Directors in mind, but he might well have, when in elaborating his theme "The Passenger—Keep Him Happy," he declared:

"The secret, of course, is giving the passenger—first class or coach—the most attractive and comfortable equipment plus the best service possible. The trip itself then becomes a thrilling experience to be long remembered and talked about.

"You cannot compete in TIME with airlines on trans-continental runs but you can outstrip them in comfort, safety, dependability of service and also show the passenger the country. This we believe is a permanent market. (So) let's quit complaining. The American public doesn't like a loser." * * * Let's make people want to travel by TRAIN."

THERE is much more to the article including a boost for what this department has so often recommended, "the single self-propelled car" such as the Boston and Maine has installed as well as its "R.D.C.s" which have replaced 357 old standard cars, 72 steam locomotives, and today "carries 91 per cent of all passengers on the road."

WE WISH the S.P. management would read this article and profit by it.—R.W.R.



Matter of Fact By Stewart Alsop

Washington — There are times — they are very rare — when a scene worth remembering, a moment of real drama and meaning, occurs on the Senate floor.



There was such a moment last week when the Senate, in the small hours of the morning, passed the jury trial amendment to the Civil Rights bill — a vote which will surely affect the political balance of power for a long time to come.

It was a scene of a sort that occurs only once or twice in a decade — every fit senator on the floor, and the galleries choked with spectators, as the hands of the big Senate clock crept on past midnight. All present, spectators and senators alike, were caught up in the excitement of the great Senate game.

A man's pulse can be quickened, after all, by a close contest at chess, or on the golf course. But there is nothing quite like the Senate game, in which great issues can be decided by a sudden parliamentary maneuver, or a quick, sure sensing of the Senate mood.

THE game that was played out on the Senate floor last week was, moreover, a peculiarly personal contest. There were many speakers, but the floor was wholly dominated by two men, stationed cheek by jowl on the center aisle — big, chunky, earnest Minority Leader William Knowland and lanky Majority Leader Lyndon Johnson, the shrewdest Congressional leader of this generation.

They made a fascinating contrast. Knowland sat stolidly, like a great cornered bull, his enormous forehead furrowed in parallel wrinkles, fore-tasting defeat. Johnson sat back easily, his long legs negligently crossed, when he was not moving restlessly about. Once, when Everett Dirksen, of Illinois, rose to support Knowland with his special brand of empty grandiloquence ("I have been thinking much of Runnymede") Johnson half-yawned, and lazily scratched his chest, in a magnificent gesture of casual confidence.

ONLY a few hours before, Knowland thought he had won the game. He had the votes to beat off the crucial amendment, and everybody knew it. But Knowland, like an over-anxious golf player on the last hole of a close match, began to press too hard.

By insisting on 12-hour sessions, and by other means, he brought pressure on the Senate for a quick vote. The Senate, a leisurely body, does not like being subjected to pressure. Johnson, the master player of the Senate game, sniffed the hole card — a further amendment carefully tailored to attract the last of the waververs.

In the atmosphere of irritation created by Knowland's pressure, this was enough. Johnson soon knew that he and not Knowland, had the votes. With brilliant timing, Johnson turned the tables on Knowland, when he rose to support Knowland's own motion for limited debate and an immediate vote. Knowland was checked, and there was nothing he could do.

Johnson had predicted 50 votes for the jury trial amendment. He got 51. On one issue which has divided his party as no other issue, he held all but nine Democrats, while Knowland lost twelve Republicans. The vote was a tribute to an authentic legislative genius, and for Johnson a moment of supreme triumph.

AND yet, how solid was the triumph? Who really won? Johnson won the great Senate game hands down. Yet in terms of national politics, it seems quite possible that Johnson, in winning, lost and Knowland, in losing, won.

For those who become caught up in the excitement of the Senate game, it is easy to forget what the civil rights fight is all about. In hard political terms, the civil rights fight is all about the Negro vote in the key northern industrial states, where that vote can be absolutely decisive.

Negro voters interest themselves no more than white voters in the subtleties of parliamentary maneuver, or the complex legal and moral issues involved in the jury trial amendment. And yet, as a result of Lyndon Johnson's triumph, they have been treated to a spectacle which they are likely to interpret in only one way — the spectacle of the great bulk of the Senate Democrats siding with the bitter-end southerners, while a heavy majority of Republicans went down to defeat against them.

The Negro vote is the swing vote in a whole series of big states — New York, Pennsylvania, Illinois, Michigan, California, to name a few. That is why one cynical observer remarked as the vote was counted, "the Democrats may elect a President again in 1960 — but not before," and that could be the real meaning of the midnight scene on the Senate floor last week, and the real measure of Johnson's triumph and Knowland's defeat.

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Jews Forced Out Of Russian Posts

London—A new upsurge of anti-Semitism in Russia is forcing Jews out of key positions in Soviet political and economic life, it was reported here today.

A survey issued by the Congress for Cultural Freedom—a non-Communist study group—said Communist Leader Nikita S. Khrushchev appears to regard Russia's Jews as potential traitors.

Despite some minor recent improvements in the lot of Jews in Russia, the survey said, the generally anti-Semitic trend established by the late Premier Josef Stalin appears to be continuing unchecked.

The survey said Russia's new anti-Semitism has not yet reached the level it attained during the last years of Stalin's life, when "cosmopolitan" Jewish intellectuals were persecuted and Yiddish newspapers, theaters and clubs were closed down.

Nashville School Man Expecting Some Troubles With Integration

By HAROLD JONES, United Press Correspondent

Nashville, Tenn.—One day this summer W. A. Bass, superintendent of schools in Nashville, called the phone company and ordered an unlisted number.

Bass figures he will be a troubled man come next month. Nashville's schools are going to be integrated. It is one of the main places to watch this autumn in the South's desegregation controversy.

This Tennessee capital city will start with integration in the first grade, the idea being the transition will least affect six year olds who have not yet built up racial prejudice.

Will Retire Had the courts waited six months longer to order racial barriers dropped in Nashville, it would have been a problem for someone else than Bass, now 69, he retires in January. He is a former state commissioner of education who has been superintendent here for 20 years.

There are approximately 1,250 Negro children to enter the first grade here in September. Estimates by school authorities are that approximately 5 per cent — between 60 and 70 children — will seek admission to schools now exclusively white.

There seems to be a sincere effort here to avoid another clash such as the one at Clinton, Tenn., but it is by no means certain there will not be.

John Kasper is here now, free on appeal after conviction for contempt of court in stirring up trouble at Clinton. He is attempting to organize opposition to Nashville integration.

Kasper Cold-Shouldered Kasper started off here about as he did at Clinton — doorbell ringing to urge attendance at pro-segregation rallies. But he

has been getting the cold shoulder here from most segregation groups.

These groups are calling on school officials to use laws passed in 1957 that allow "voluntary" segregation and give schools broad pupil assignment powers.

But Bass and his school board contend the Supreme Court desegregation ruling kills the effect of such laws.

"The sooner we get this problem out of the way, the sooner we can carry out the main aim of our schools: teach children," Bass says.

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.

Wanted—War on Mosquitoes

To the Editor: Why don't you advocate in your paper to get the health department to do something about the mosquito hazard?

We in Gold Hill are being eaten alive, even in daytime we cannot work on our place.

The creeks (Sardine-Galls Creek, etc.) need to be sprayed and sprayed to deter these pests and give us residents a break.

Some friends came from California (L.A.) for vacation (one week). They stayed two nights and FLED. Our taxes overpaid by 2 1/2 million the needs of the county, why not advocate this (a small part) be used for spraying these creeks and bushes on edge of Rogue? We have to be given some help, we don't have equipment or money to do these things and pay the excessive taxes demanded.

What help are you willing to give? Virginia Plummer, Route 1, Box 107, Lamppan rd., Gold Hill, Ore.

Regrets Incident

To the Editor: While driving through your town in the late afternoon of July 29 I ran into a dog which I think was a red cocker spaniel. It was in what I would regard as the north end of town and I was heading south on one way street. Due to one way streets and dead end roads it took me several minutes to return to the scene where I could find no trace of dog or owner.

However, I would like the owner to know that I'm very sorry about this incident as I am very fond of dogs and hope this one recovered from the accident.

K. A. Little, 2537 Ridge rd., Berkeley, Calif.

Boy Scouts Flee Flood in England

Sutton Coldfield, England — Hundreds of Boy Scouts were evacuated during the night from the World Jamboree park near Birmingham when thunderstorms flooded the area.

A one-inch of rain fell during a one-hour period, sending miniature rivers pouring through the tents. There were no casualties among the 34,000 Scouts.

About 600 boys were lodged in private houses, town halls and schools.

Ford Motor Company Claims Seat Belts Best Safety Device

By ROBERT J. SERLING, United Press Correspondent

Washington — A Ford Motor Co. official said today use of seat belts in all cars and trucks would cut the nation's highway deaths by more than 50 per cent.

Moreover, he said use of the controversial belts in all cars and trucks would cut in half the number of serious injuries resulting from traffic accidents.

Ford Vice President Robert S. McNamara said in a statement prepared for the House traffic safety subcommittee: "It is our opinion that the use of seat belts in all cars and trucks on the American road today would reduce the 40,000 fatalities annually to less than 19,000 and would reduce the 1,000,000 serious injuries to no more than 500,000."

Belts Most Effective Alex L. Haynes, Ford advanced product study director, said in presenting McNamara's statement that "tests and experience have proved beyond all

reasonable doubt that seat belts are the most effective single item available in reducing traffic injuries and deaths."

"Ford Motor company strongly recommends the use of seat belts in all cars and trucks," he said.

Haynes said seat belts are "not a panacea for all accident injuries."

But he said they will "materially reduce critically forces imposed on vehicle occupants at any speed whether the seat belts remain intact or not." He said they also "tend to keep the passenger inside the car" where chances of serious injury are cut 50 per cent.

Haynes said in prepared testimony that Ford has sold more safety belts than the rest of the automobile industry combined.

Installation Falls Off He said since 1956 Ford sold 160,000 vehicles equipped with seat belts and supplied 200,000 more to dealers for installation.

However, he said the company is disturbed because the rate of seat belt installation has fallen off in the last few months.

He blamed the reduction in part on opposition from a "small vocal minority." He said the opposition was based on "misinterpretation of data from a relatively small number of accidents and tests."

Col. John P. Stapp, an Air Force flight surgeon who traveled 632 miles an hour on a rocket sled and stopped in one and a half seconds, endorsed seat belts Monday before the subcommittee.

"I wouldn't be caught dead without them," he said.

Stapp's testimony added more evidence piling up before the subcommittee that seat belts can lessen or prevent injuries and save lives. However, the subcommittee also expects to hear from at least one independent researcher who claims belts are dangerous.

McElroy Discusses Post With Wilson

Washington — Soap manufacturer Neil H. McElroy planned another conference with Defense Secretary Charles E. Wilson today to talk about succeeding him.

Sources here believed McElroy, \$285,000-a-year president of Procter and Gamble, has the \$22,500-a-year job sewed up if he wants it.

An aide to the 52-year-old businessman told the United Press McElroy is considering the change that taking the position would require him to make "what he has to do to take it on, the conflict of interest" problem and other matters.

"This is the nature of the considerations that are going on," the spokesman said. He added "it's obvious some consideration is being given to him," for the post.

The administration was believed to be giving top priority to finding a successor for Wilson so the nomination can be confirmed before Congress adjourns.

Wilson has indicated he wants to end his government career this fall.

'High Living' Ended For Youth in Texas

Houston, Tex.—New Jersey horse trainer John Leyland Sr. arrived in Houston Monday to retrieve his son, John Jr., from juvenile authorities in Houston after the 14-year-old boy "lived it up" at the Shamrock Hilton Hotel with \$1,400 of stolen money.

The boy flew to Houston several days ago after he took the money from a sleeping foreman at the Monmouth Race Track in Ocean Port, N.J. But his prefabricated tale of being a training jockey didn't work with a hotel clerk, who called police.

Advertisement for DON Q Finest Rum for you. Includes image of a bottle and text: 'DON Q Finest Rum for you. 86 Proof. Schieffelin & Co., New York, N.Y. Importers Since 1794.'

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