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NEWSPAPER PUBLISHERS ASSOCIATION

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. 22, 1947 (Friday)
'It's fun to be alive, take it easy and you'll arrive,' was selected as winning slogan in the Medford Safety Council contest.

20 YEARS AGO
Aug. 22, 1937 (Sunday)
Commercial section of the Northwest Light and Power association will hold its annual spring convention in Medford next March.

30 YEARS AGO
Aug. 22, 1927 (Monday)
Icel Edwards, Kiwanis candidate for jubilee queen, leaps far into the lead since Saturday with 94,700 votes.

40 YEARS AGO
Aug. 22, 1917 (Wednesday)
City council considers selling wood at cost to prevent fleecing of people by wood dealers and ranchers.

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

- 1. "D.A." is an abbreviation for which prosecuting officer?
2. Name the five boroughs of New York City.
3. Bible: Is "Cleanliness is next to godliness" in the Bible?
4. Is squirrel fur mink, less or just as durable as muskrat?
5. The Post Office recommends what abbreviation for Pennsylvania?
6. A maior-domo is a drum major, a master of ceremonies or the steward of a household?
7. What is caliology?
8. An 18-karat ring contains what percentage of gold?
9. Is it proper to capitalize the names of college degrees when they are written out?
10. "Said the pot to the kettle 'Get away blackface.'" — Cervantes. "The raven said to the rook 'Stand away black-coat.'" — T. Fuller. Do both proverbs have the same meaning?
1. District Attorney. 2. Manhattan, Brooklyn, Queens, Bronx and Richmond. 3. No. 4. Less durable. 5. Pa. 6. Steward (or butler). 7. The study of birds' nests. 8. Seventy-five per cent. 9. No, from a sermon by John Wesley. 10. Yes.

Route for Freeway in Portland Is Approved
Portland — A route for bringing the new Highway 99 freeway into Portland and tying it to Harbor drive was approved here Wednesday by the city council.

The approved project, including overpasses and underpasses, covers that section of the freeway from Burlingame to South-west Montgomery street. Portions of Hood and Macadam avenues will become one-way routes for local traffic.

The Mountain Moves to Mohammed?

If the Giants and Dodgers move to San Francisco and L.A. respectively, as now seems likely, there is one thing for sure, dyed-in-the-wool baseball fans hereabouts will rejoice mightily.

For over 50 years the only way aforesaid fans could see a Big League game "in person" was to take a trip of from two to three thousand miles and back again.

So they have had to be content with the newspapers, radio and once-a-week "T.V.," which for either a real Dodger or Giant fanatic was always a poor substitute for being present.

BUT now if present plans do materialize, it will take only a few hours comparatively (depending upon the medium of transportation) for any baseball enthusiast in Southern Oregon or Northern California, to see not only one Big League game, but many of them, during each and every baseball season.

Another thing is also fairly certain. Perhaps the number of office-boys who have to attend their grandmothers funeral on a sunny afternoon will not greatly increase, but the number of busy businessmen who will find business trips to S.F. and L.A. necessary from April to October, surely WILL! — R.W.R.

How Can the S.P. Know?

Every now and then we receive a note from a partisan of the "Friendly Southern Pacific" who never signs his name.

Nor does he give an address but the post mark is always "Medford" and the paper and printing are similar if not identical.

It is reasonable to assume the writer does not expect his blast to be published, but sends it largely for purposes of information and irritation.

He usually succeeds in the latter, for as is usually the case, the "information" is incorrect.

FOR example, the last missive received contains a clipping enumerating the number of passenger trains that have been abandoned during the last five years throughout the country, and claiming the "SP" is merely following the example of most first class railroads, in cutting off the losses sustained in passenger operation on its Siskiyou line.

The conclusion is: "Why curse the SP when it is only doing what practically all railroads are doing, and anyway when it did run passenger trains through here no one would ride on them anyway?"

WELL it just happens that "practically all railroads" or "all first-class railroads" are not doing this.

As previously pointed out in this column the Sante Fe railroad, one of the most prosperous and best managed railroads in the country, the Union Pacific, Burlington, Baltimore and Ohio, Great Northern, Northern Pacific—all excellent railroads—the "Wabash", "Southern", the "Coast-Line", the "Milwaukee", "Denver Rio Grande" and many others, are NOT abandoning their passenger service, moreover many of them increasing it, and now buying extensive and up-to-date equipment for new air dome and "coach-dome" accommodations.

THERE is no denial that rail passenger service in the USA as a whole since World War II has been curtailed. But REDUCING passenger service where conditions justify it is ONE thing, abandoning it entirely and leaving a growing and prosperous area as large and well-populated as the 300 mile stretch from Eugene to Dunsmuir, with no passenger rail service WHATEVER, is quite another.

WE HAVE stated our belief before and do so again, that this is the largest and most rapidly developing section in the country today, that has no rail passenger service at all, via the SP or any other railroad. So if residents wish to travel they are forced to travel by air, bus—or hitch-hike. This in spite of the fact that by the terms of its original franchise the SP pledged itself morally to supply the people of Southern Oregon with CONTINUOUS service.

NOW, as to the second point, so often made by the "S.P.", and its spokesmen, that there is no justification for giving the 250,000 people in this area passenger cars for they will refuse to ride in them.

How do THEY know? They have never provided passenger cars, that any self respecting human being would WANT to ride on if he—or she—could help it.

As the Sante Fe, Burlington and other "A-1" roads have demonstrated—if first class and comfortable accommodations of a MODERN type ARE provided at reasonable prices, the people in the areas served DO take advantage of them—and in larger and larger numbers.

The traveling public in California, Colorado, Nebraska, Illinois and Iowa can't after all, be very different from the traveling public in Oregon. But when Congressman Porter asked President Russell of the SP to put on just a ONE car Diesel service between Dunsmuir and Eugene as an experiment for one year only it was haughtily declined with the same old SP "wheeze" "we can't afford it."

HOW does he know, until he TRIES it? Both the Boston & Maine and the Canadian Pacific run such cars on a fast daylight schedule between Boston and Montreal. How can THEY afford to do it?

We believe we know the answer to that one. The operation may not be highly profitable, but they have what the "Friendly Southern Pacific" hasn't, and never has had a keen sense of their obligations as privileged public utilities to see that the public is SERVED! — R.W.R.



Matter of Fact

CIVIL RIGHTS: THE POLITICAL REALITY
Washington — Behind the shifting, complex, often fascinating drama of the struggle over civil rights, there is one simple political reality—the Negro vote in the key industrial states in the North.



To understand just how crucial the Negro vote is, consider three such key states—New York, Pennsylvania and Illinois. It is almost inconceivable that any Presidential candidate could lose those three states and win an election. And in all three states, the Negro vote can be absolutely decisive.

According to the estimate of Louis Harris, a reliable political statistician — analyst, the Negro vote in these three states ranges from about 6 per cent of the total in Pennsylvania, to about 7.5 per cent in Illinois, with New York in the middle with about 6.5 per cent. Translated into actual votes for 1960, the next Presidential year, this works out to be about 450,000 Negro votes in New York, 350,000 in Illinois and 385,000 in Pennsylvania.

NOW consider what has been happening to this Negro vote. In 1948 Harry S. Truman got at least 80 per cent of the Negro vote, according to reliable estimates, and probably more. The proposition could reasonably be defended that Truman owed his amazing triumph in that year to Sen. Hubert Humphrey of Minnesota, who forced a strong civil rights plank on the Democratic convention, and thus presented Truman with an almost solid Negro vote.

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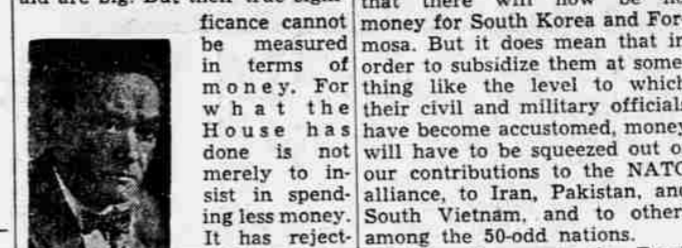
Wilson, On Eve of Departure, Still Center of Controversy

By CHARLES CORDDRY
United Press Correspondent
Washington — Charles E. Wilson is winding up his colorful career as Defense Secretary the way he began it—at the cen-

Today and Tomorrow

By Walter Lippmann

THE REBELLION IN CONGRESS
The cuts made by the House in the appropriations for foreign aid are big. But their true significance cannot be measured in terms of money.



Walter Lippmann
mental conception of the function of foreign aid in our current foreign policy, and it has voted its lack of confidence in the President's judgment of what is necessary for national security. Unless the action of the House is clearly reversed, the world will be on notice that the policy of maintaining our alliances by subsidizing them no longer has reliable public support.

The debates in Congress show that there is a preponderant opinion which wants, not merely to reduce foreign aid but, to bring it to an end. Last week, for example, Rep. Neal put it this way: "I would support any program that would assure gradual withdrawal of expenditure for foreign aid, but I am unwilling to approve plans to perpetuate the present program."

Mr. Neal, who reflected the majority opinion, had seen, quite correctly, that this year's proposals were designed to establish foreign aid as a continuing activity of the government. Military aid was to be put under the Department of Defense. Economic aid was to take the form of a banking operation which, it was hoped, would not need to be examined and voted upon by Congress each year.

The House would have none of this, at bottom because, as Mr. Neal said, it wants to wind up and not to perpetuate the basic policy.

As a rough measure of the size of the cut by the House,

Mill Workers Reach Wage Agreement

Roseburg — Three lumber mills in the Dillard area were closed by "roving pickets" Wednesday but later reached an agreement with Local 2949, Lumber and Sawmill Workers for a pay increase of 2½ cents an hour pending industry-wide negotiations in October.

The Roseburg Lumber company, one of the largest in Douglas county, was still idled with a walkout however, with 1,200 men out. An official said company and union representatives would meet this week with a federal conciliator, in an effort to end the strike.

The three mills reaching "interim agreements" yesterday were Round Prairie Lumber company, Mt. Bethe Lumber company and Hult Lumber company. Before the agreement was reached, the three plants were closed by what observers called "roving pickets" who picketed the plants without warning.

Observers said some of them had been identified as coming from the states of California and Washington.

ANYTHING that adds to highway safety is commendable, and this brilliant paint notion may be a good one. I have an idea, though, that if drivers generally were in less of a hurry to get somewhere (and maybe loaf around for an hour after getting there) it would help more than anything else.

EVERYBODY wants to get rich quick without too much work, and many weird ways of accomplishing it are tried. For example:

A 24-year-old Englishman got into jail a while back. He spent his time to make a quick buck when he got out. When he was released he got a job and talked his employer into advancing him \$56.

He used the money as a deposit on a \$187 motorcycle. Then he used the motorcycle as a deposit on a car. He swapped the smaller car for a more expensive one. His final step was to swap the more expensive car for a cheaper one and pocket the \$70 difference for spending money — which got him back into jail for selling mortgaged property.

THE moral: If he had used all that energy, salesmanship and initiative HONESTLY, he would have been much better off in the long run. That's the way it usually works.

ter of a storm over military cuts. With only about six weeks to go, he is giving the Pentagon a final shakedown, squeezing out two billion dollars and thousands of men to fit the nation's armed forces into a tighter budget. There is a distinction between the economy program Wilson is waging now and the one he carried out in 1953. He frankly concedes today that he is putting budgetary considerations first but says the nation will retain adequate military strength to prevent or win any kind of war. In 1953, he denied that the dollar sign was controlling and insisted he was providing more defense, more efficiently, for the money spent. Then the administration had a slogan for it: "Morg bang for a buck."

Life Not Dull
A man of 67, who would "rather look forward than backward," the often impish Detroit industrialist confided to newsmen the other day. He said that "he hasn't been dull" in his 4½ years of running the world's most powerful armed forces.

That makes it unanimous, for his presence has certainly made life in the capital livelier. And it apparently will continue that way to the end of his regime, as critics accused him of conducting one-man disarmament campaign and defenders insist he is actually strengthening America's hand in the disarmament talks.

Wilson's own uninhibited remarks have caused most of his trouble in Washington. But there are many who agree with his wife, Jessie Ann, that he mainly spoke "simple truths in a place where politics is more generally the native tongue."

Quiet obscurity in retirement is not his likely fate. When he leaves Washington, Wilson will ostensibly lead a triple life of Michigan cattle-breeder, Louisiana plantation owner and Florida farmer.

"Mixed Emotions"
He says he will leave with "mixed emotions" about a job that has been "challenging without question." He has held the defense post three times as long as any of his predecessors and almost as long as all of them combined.

He probably made the greatest material sacrifice of any American who ever came to high government service. Under Senate pressure, he parted with \$2,700,000 in stock in General Motors Corp., of which he had been president. The gain in market value of that stock since early 1953, the capital gains tax he paid on the sale, the dividends it would have paid, and the \$600,000 annual G.M. salary he lost—all these add up to an apparent sacrifice of something like four million dollars to serve in the \$25,000-a-year cabinet post.

IN VIEW of the state of mind in Congress and in the country, the President would be very badly advised, if, in the casual manner of last week's impromptu press conference, he called a special session of Congress. The chances are now very great and he would be inviting an even more resounding defeat than he has already suffered. For a special session, called without his having first recovered his leadership of the nation, would be asking for a show-down on whether his foreign policy is still the national policy. If he were rebuffed by Congress, the policy of our alliances would be gravely injured.

No doubt it is our duty to hope for the best, in this case to hope that the President will learn from his bitter experience during this session of Congress. But he will have to do more than read speeches and statements that are written for him, and to plead at the last moment with the leaders of Congress.

He must learn to believe in his own recommendations to Congress—which means, to recommend to Congress only what he himself understands and believes in. The collapse of his leadership in this Congress stems from his failure to take sufficient trouble to understand and then to defend his own great measures: the budget, civil rights, and foreign aid.

No doubt the country is big and strong, and we shall somehow muddle through. But there is no use trying to pretend that the indecision and the vacillation, the ambiguities and the moral generalities, are an inspiring spectacle for the world to watch.

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