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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 Oct. 2, 1947 (Thursday) The fate of western civilization lies in the hands of America, and as long as she maintains a firm policy towards Russia, that country will not dare any aggression, Kurt von Schuschnigg, former chancellor of Austria, tells Rogue Valley Knife and Fork Club.

20 YEARS AGO Oct. 2, 1937 (Friday) Salvation Army to observe annual harvest festival. Ashland Printing company, Inc., publishers of the Ashland Daily Tidings, start construction of a new newspaper building on East Main st. next to Fortmiller's store.

30 YEARS AGO Oct. 2, 1927 (Sunday) City council faces building code problem due to lack of permit for converting house to apartment. An accidental charge of buckshot shatters two windows at the Medford YWCA and almost hits religious worker.

40 YEARS AGO Oct. 2, 1917 (Tuesday) Drive to sell second liberty loan bond issue of three billion dollars starts throughout the United States; no campaign scheduled in Medford. Eagle Point youth writes to parents from France requesting chocolates.

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

1. In which city is the University of Pennsylvania? 2. Which is the only U. S. cabinet post that is for a definite tenure? 3. Bible: Who was the last of the prophets? 4. A lactovegetarian would include which beverage in his diet? 5. The magpie is a fish, bird, or butterfly? 6. Which is the hardest of all jewels? 7. One who rules on the plays of a baseball game is called a vampire, an umpire, or an empire? 8. The only child of a U. S. President to be born in the White House was a daughter of Grover Cleveland, Theodore Roosevelt, or William Howard Taft? 9. What letter should be omitted: "The unwieldy way she swung the axe was amusing." 10. "Though I have patches on me pantaloons, I've never a wan on me intestines."—F. P. Dunne, in "Thanksgiving." To what is the reference?

Answers: 1. Philadelphia. 2. The Postmaster General's (for the term of the President and one month thereafter). 3. Malachi. 4. Milk. 5. Bird. 6. The diamond. 7. An umpire. 8. Grover Cleveland, (his daughter Esther, born Sept. 9, 1893). 9. "I" (unwieldy). 10. Medical operation.

The Centennial

Americans always seem to be happy to have a chance to celebrate—individually or collectively.

No matter what the occasion, the better-organized the celebration, the more fun it is, and the more accomplished.

In a little more than a year from now, Oregonians will have an excellent excuse to celebrate—the 100th anniversary of statehood for Oregon—and plans are now being laid to make it an occasion to remember.

THE big show won't be on the scale of the world fairs of Chicago or San Francisco, or even the 1915 Exposition in Portland which did so much for Oregon's progress.

But it will be a big event, anyway, and the type of celebration being outlined in conferences now may even do the state more lasting, constructive good than all the hullabaloo of a "world's fair."

The celebration has a rather imposing title, "Oregon Centennial Exposition and International Trade Fair," but for practical purposes probably will be known simply as "The Centennial" as people become more aware of it.

Plans now call for it to do a two-fold job, including the focal point at the large-scale exposition itself, in Portland, and the statewide "tie-in" of celebrations and events.

THE centennial will have a good many beneficial effects, if all goes well.

It will serve to attract nationwide attention to this state—publicity which has been estimated to be worth between \$6 and \$8 million in advertising equivalent. This attention will come not only from those thinking in terms of establishing homes on the west coast, but also of tourists from all parts of this country and abroad; of industrialists who can use Oregon's wealth of raw materials; of business leaders both in manufacturing and distribution who are on the lookout for new markets or new sites.

The most immediate and most obvious effect would be that on the tourist trade, and that alone can be expected to bring millions of dollars into the state.

BUT the long range benefits can be even more important. Oregon's story needs telling, and it has not always been told well enough or loudly enough.

Oregon's history is a dramatic and too little-known chapter in the growth of the west, overshadowed perhaps by the California and Alaska gold rushes, and mostly by-pampered by the popularity of "westerns"—usually about cowboy life in states which do NOT border on the Pacific.

It will do us no harm to let the world know that, despite the glamor of California and the industry of Washington, Oregon is a state with a favorable and equable climate; intelligent people; excellent cultural and educational institutions, and a wide variety of attractions—a combination which can be matched by few other places in the world, and which make ordinarily unassuming Oregonians so fond of it as a place in which to live.—E.A.

Whoopers, Again

The National Audubon Society has sent us their semi-annual notice that the whooping cranes are on the move again.

These big birds, almost extinct, are due to make their unorganized migration from their summer haunts in Canada's remote northwest territories to their wintering grounds at the Aransas National Wildlife refuge in Texas.

In the spring they make the journey the other way.

And on each occasion, the Audubon Society mails out a plea to all concerned to let them go, let them pass, for they are the last few members of one-night flocks.

THE big birds are protected at both the northern and southern ends of the 1,800-mile flight, but predators—chiefly men armed with shotguns—constitute the chief danger in between.

The flock this year numbers 26, as nearly as can be determined, including three youngsters who were successfully hatched this summer. Wildlife enthusiasts hope that, slowly, the flock can be built up to a point where there is no longer any serious danger of extinction.

The Audubon Society says:

"The birds do not migrate in one large flock, but as small groups and individuals. Those birds which did not nest, or for too young to have mated, usually migrate ahead of the family groups. These first migrants usually appear in the Dakotas after the first of September. Parents with young travel much more slowly, stopping to feed and rest along the way. The last of these family groups may still be along the 'flyway' during early December. 'No one could possibly mistake a whooping crane for a duck or a goose, and yet in the past many of them have been shot by hunters along the 'flyway.' The adult whooping crane is a large, white bird, with a red crown on his head and jet black wing tips. It stands about 3 1/2 feet tall. The young cranes are usually a brownish color, spotted with a few white markings. Their call is similar to the sound of a bugle, or a whoop."

We hope, with the Audubons, that the "bugle, or whoop" noise will not be stilled forever.—E.A.



"If you think you've had a tough day, what'll you talk to Mom?"

Congressman Quits; Signs Indicate Hot N.W. Political Fight

By A. ROBERT SMITH, Mail Tribune Correspondent

Washington—When a congressman resigns from office, as Rep. Mal Holmes (R-Wash.), this week announced he was doing, that is unique news in the nation's capital.

In recent years only a handful of sitting lawmakers have voluntarily withdrawn from office, most of them before congressional salaries went up to \$20,000, usually congressmen who latched onto something better paying in private business. Usually only the hazards of health and elections have forced them to the sidelines.

The case of Congressman Holmes, dean of the Evergreen state delegation, is a little more complex.

Closest Margin: In the last election, Holmes approached through to victory over his Democratic challenger by the closest margin in recent history—1250 votes out of 183,000 votes cast. This was in 1956, when the Democratic tide swept over western Oregon just to the south of Holmes' district in eastern Washington.

Holmes left Washington, D.C.,

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 consideration. Letters submitted for publication must not exceed 400 words.

Approves Ike's Action: To the Editor: I wish to express my appreciation of your recent editorial signed by R.W.B., headed "Is Ike Right." Also it is splendid to know that such prominent Democrats as Adlai Stevenson, Neuberger and Wayne Morse are backing the President.

Four Faubus, in his childish complaints because the President used the efficient soldiers to uphold the law, seems totally unaware that a man of brains, courage and honor could do so less. Any American should know that the Congress, together with the sovereign states, make the constitution, while the Supreme Court explains how it applies, but the President is bound by his oath of office to uphold it.

If Faubus had used his state's troops to escort the selected pupils safely to school, instead of using them deliberately to break the law by preventing those colored pupils from entering the high school, then Faubus would appear less silly. I do not see how one is so responsible a position could have done a greater disservice to his country in the eyes of the world, or played more directly into the hands of Russia.

Horace W. Thompson, 3642 Hilsinger Rd., Medford, Ore.

Two Coffee Roasters Bring Prices Down

White Plains, N.Y.—General Foods Corp., and Standard Brands Inc., leading coffee roasters, today lowered the prices on their regular ground coffees from two to three cents a pound.

Standard Brands lowered the wholesale price of its regular ground Chase & Sanborn coffees three cents a pound at wholesale. General Foods said the action brings the prices of its regular coffees to a two-year low. Wholesale price reductions customarily are reflected almost immediately at the retail level.

France Nearing Point of Crisis Where 'Strong Man' Said Needed

By CHARLES M. McCANN, United Press Correspondent

France appears to be approaching a point at which it must seek a radical solution for its chronic cabinet crisis.

Its National Assembly, the controlling House of parliament, has just thrown out Premier Maurice Bourges-Maunoury, leader of its 32nd government since the end

of World War II. The floor of the House, where he would sit long hours through the debate trying to make up his mind. He steered away from taking sides in a hot controversy, like Hells Canyon, for fear of adverse public reaction. Contrary to the prevailing practice in public life, he seemed to try to keep his name out of the newspapers.

A former college professor with a Phi Beta Kappa key, Holmes became a student of law on the powerful House Ways and Means committee, from which all tax bills emerge. Though in 15 years of service he inched close to the top in committee seniority, this helped Holmes little when his opponent made a major issue out of the contention that the congressman for that area should better have been on the agriculture committee.

Political Curiosity

In the past few elections when the Democrats were rolling up triumphs in Oregon, Washington state remained a political curiosity—it elected Democrats in statewide campaigns for senator, governor and congressman-at-large, but stuck by the Republican congressmen from its six congressional districts.

The only Northwest senator who will be up for election next year will be Henry M. Jackson of Washington, which will mean greater concentration on local and congressional offices. In the party headquarters of both Republicans and Democrats, where strategy is mapped for contemplated efforts in marginal districts, Republicans will undoubtedly put on a drive to try and win back the Democratic seats they've recently lost in Oregon, just as the Democrats will figure to go all out to capture the seat which Holmes will be vacating.

So the Pacific Northwest will likely be another tough political battleground in 1958.

Whoever succeeds Bourges-Maunoury will inherit two big problems—the future at Algeria and the threat of inflation.

It is most unlikely that the successor will be able, any more than was Bourges-Maunoury, to command a solid majority in the assembly.

The life of French governments since the end of the war has averaged a little more than five months. Bourges-Maunoury's cabinet lasted 109 days.

The only remedy for this situation in sight at the moment is for the multiple political groups in parliament to seek a "strong man" as premier.

De Gaulle Only "Strong Man"

But the only candidate for the "strong man" role now in sight is Gen. Charles de Gaulle, war time leader of Free France, who headed a provisional government from Sept. 10, 1944, to Nov. 27, 1945, and then became the first constitutional post-war premier.

There is strong opposition to de Gaulle. For one thing, he is too strong to suit a lot of politicians. His opponents mention, in discussing him, the danger of a dictatorship.

But it looks as if something has got to be done, and more and more Frenchmen are discussing the possibility that de Gaulle may be called upon again to lead France.

Some French leaders distrust

him on the ground that he is too ambitious, and would rule with an iron hand.

But there are others, and their number is growing, who deny that. They say that de Gaulle is not personally ambitious, that he is dedicated to the French Republic, and that he really is democratically-minded.

Proposed Self-Rule

Bourges-Maunoury sought to end the Algerian rebellion by sponsoring a plan which would have given the Arab natives a great measure of self-rule, but at the same time would have protected the interests of the 1,200,000 Frenchmen in the country.

Bourges-Maunoury was thrown out on the Algeria issue. Leftists said his plan did not go far enough. Rightists said it went too far.

Had he survived the Algeria vote of confidence, he would have found himself confronted by the equally controversial price control issue.

At the moment, the prospect is for the formation of another shaky coalition government which would be at the mercy of contending parties.

De Gaulle is the sole strong political figure in France. Unless another candidate for the "strong-man" role appears unexpectedly, the politicians sooner or later may have to call upon him to give France real leadership.

Roseburg Editor Sees Competition for Rails In Highway Building

By CHARLES V. STANTON, Editor, Roseburg News-Review

Many thousands of people are moving into California every day, according to news reports. California's population will be increased by almost eight million people by 1970, according to recent estimates. California in late years has overbuilt its housing needs. Housing projects were developed in every part of the state. Recent reports rapid growth of population; that California soon will be short on housing and will pick up its tempo of home construction.

Southern Oregon, and particularly Douglas County, is the area with the largest lumber production of any spot on the Pacific Coast. The products we have for sale will find a ready market in California. There is only one major obstacle. We must get our products into California at competitive prices.

Cost Differential

Mills in northern California now can get their lumber into Los Angeles and San Diego at a cost far below ours. With competitive rail transportation between southern California and the southern pine belt, we can anticipate that the producers in the South will be striving for a competitive freight rate.

We're not apt to get any sort of concession from the "Friendly" Southern Pacific unless we can force it. I'm skeptical of getting a competitive rail line or joint-user arrangement. At least we will get neither in time to hit the burgeoning California Market, I predict.

Water Routes Needed

A method of water shipment through use of barges is developing rapidly along our coast. Barges can operate in and out of shallow harbors. Thus every Oregon bay can be turned into a shipping center for coastwise trade.

While freight rates on deep water cargo carriers are not much lower than rail rates, barges, it is reported, will be able to handle cargoes at a much lower rate than now available. Through the use of barges we probably can get our lumber products into southern California at a rate in fairly close competition with those of northern California mills, or the rate we may anticipate will be obtained by southern operators.

Sees Handicap

Unless we do achieve such rate competition, we'll be badly handicapped in getting into this market, which promises to be the best in history.

Before our inland mills can

take advantage of the coastwise barge system we must have transportation facilities between our mills and our ports. That means roads. It means roads capable of handling commercial loads.

It is a peculiar situation that even if we build such roads they might not be used to any great extent. But the fact that they would be in addition to stimulating the fact that we can get lower rates into the southern California market than currently charged by our monopoly railroad, will force the railroad to bid for the business by putting its rates in line.

Roads Worth Millions

Thus, even though the roads never carried a load, they would pay back their cost many times over. A freight rate reduction of even a few dollars on each car of lumber between southern Oregon and southern California would put many trade dollars into this area every year. That would be in addition to stimulating new industry and creating more jobs.

Roads between the coast and the interior, however, doubtless would be very liberally used. They would be used for both import and export.

Barges taking lumber south could bring back fruits, automobiles, fuel and lubricating oils and many other products to be trucked to inland distributors.

Some Competition

I believe we can give the "Friendly" Southern Pacific some competition in this area. Southern Oregon is the largest industrial area of the state without rail competition. Consequently, I believe, inasmuch as competition is a vital element to industrial growth, the State Department of Planning and Development should encourage the earliest possible opening of improved traffic facilities to the coast and development of coastwise water transportation.

Actually competition would be helpful rather than injurious to the "Friendly" Southern Pacific. A cheaper rate into the tremendous California market would stimulate a lot of new industry to come into this area where the bulk of the raw material supply exists and thus produce greater cargo volume for both water and rail transportation lines.

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