

MEDFORD MAIL TRIBUNE

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10 YEARS AGO Nov. 1, 1947 (Sunday). Crater Lake aerie, Fraternal Order of Eagles, will sponsor activation ceremony of Company A, 186th Infantry regiment, National Guard, Monday.

20 YEARS AGO Nov. 1, 1937 (Monday). Wonders of subconscious mind will be revealed tonight by Viola Sweet in resuming her series of lectures at St. Mark's Guild hall.

30 YEARS AGO Nov. 1, 1927 (Tuesday). The county tax budget for the year reveals an increase in population, a healthy financial condition, a reduction in the county bonded indebtedness and that the levy for the county will be at least 2.8 mills less than last year.

40 YEARS AGO Nov. 1, 1917 (Thursday). After having been lost in the mountains 22 miles from Butte Falls since Sunday noon, Joseph Howard, 63, of Medford, is found exhausted in the woods near a trail.

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

1. What is the name for a male fox? 2. Bible: Which writings comprise the best of literature of the ancient Hebrew peoples?

3. Who is known as the "Father of Pennsylvania"? 4. On which island is the famous resort of Coney Island?

5. Hallogian is the name for the natives of what city in Nova Scotia? 6. Who wrote "Early to bed, early to rise, makes a man healthy, wealthy and wise"?

7. Matter is or is not indestructible? 8. Who is known as the "Immortal Bard"?

9. Horses can or cannot sleep while standing? 10. The capital of which country is S. A. is named Quito?

Answers: 1. Dog; 2. Old Testament; 3. William Penn; 4. Long Island, N. Y.; 5. Halifax; 6. Benjamin Franklin; 7. Is; 8. William Shakespeare; 9. Can; 10. Ecuador.

FAMED WALKER DIES West Englewood, N. J.—Centenarian James Horace Hocking, famous for his feats as a walker, died Thursday of a stroke suffered two weeks ago.

It's More Than Just Money

Local property taxes are fairly substantial this year.

If the proposed bond issue for two new Medford schools plus additions at the high school is passed by the voters next Tuesday, the tax rate will increase slightly.

Question: What would happen if the bond issue is voted down?

The answers fall into several categories, each of them deserving of sincere consideration by parents, taxpayers, teachers and just plain interested citizens.

HERE are some of the things which would happen:

1. Education would suffer. Youngsters would have to continue using sub-standard rooms which have been pressed into service this year. Soon, additional and unsatisfactory measures, such as "double-shifting" would have to be employed.

2. Income to the school district from state funds—which now accounts for about 30 per cent of the district's budget—would be jeopardized.

3. Ultimately, taxes would increase proportionately more. The proposed plan would solve school building needs for about four years. If it is delayed, costs may well be higher and needs will be greater.

WE HAVE followed the development of the plans for this bond issue and construction program with interest.

It has been done carefully and thoughtfully, with full realization of the fact that taxpayers should get their full dollar's worth.

The total amount being asked for approval—\$1,786,000—sounds large, and it is if considered solely as a sum of money. But it is more than a large sum of money. It is an investment in the future of the children of this community—the most valuable resource we have.

And, according to our way of thinking, the plans for this investment have been laid conservatively—we hope not too much so.

FUNDAMENTALLY, our school problems simmer down to just one big problem—the increasing number of children. All the others arise out of the necessity to provide for their education.

Construction of buildings is one of the subsidiary problems brought up by the main one. And this proposal does not call for the construction of either "gilded palaces" or "extra gingerbread."

Medford's school-construction costs are lower than the average for Oregon as a whole, and Oregon's average costs are lower than any state outside the South. The present plan would be in line with this conservative approach, and the architects have been instructed to design buildings as economically as possible, and with maximum possible use of local materials.

BUT school building costs involve more than construction. Maintenance costs of a cheap building, over a period of years, often bring total costs over the price of a more durable building. Taxpayers gain temporarily when a cheap building is built; they lose in the long run.

We have heard criticisms of school board members, teachers, PTA members and others interested in the schools for publicly endorsing and working for support of needed school measures.

This is the most asinine argument of the lot. Who else better knows the need? Who else better knows the facts? And how are the taxpayers and voters to learn the situation if someone who DOES know doesn't tell them?

IT IS a rare voter indeed who will take the time and trouble to find out for himself all the details of any specific proposal. He waits to be told. And if he is not told, he's pretty likely to vote "no."

The school administration this year has prepared a 27-page leaflet entitled "Questions and Answers on Medford School District's Building Needs."

It is an excellent job of presenting the facts. It is not a "propaganda" job, but a factual presentation of just about every bit of information needed to make an intelligent decision on the bond issue. It goes into the present enrollments at the schools, school capacities, figures on enrollment, costs, and future estimates, the plans and possible alternatives, and so on and so on.

THE district is to be commended for doing this job. Part of its responsibility is to keep school patrons informed. It would be remiss if it did not. Copies of the leaflet are available to any citizen of the school district.

Operating Medford's schools is a multi-million dollar business. And for our money, it is being operated in a businesslike manner. Part of this is keeping the public—the "stockholders," so to speak—informed of the problems, the needs, and the proposed solutions.

No one will deny that mistakes have been made in the past. People, after all, are human. The important thing, more important than worrying about errors of the past, is to avoid them in the future, and to keep the school system alive, progressive, responsive, and doing the best job possible for the citizens of the future.—E.A.



Don't he shake hands good, Mr. Wilson? That's mud. Huh? Don't he shake hands good?

The Record—A Year Later

Washington, D. C. (Special) The record—a year after the 1956 election—on performance of the Eisenhower campaign promises is mixed, probably inevitably so.

The Republicans pledged "further reduction in government spending," and the President on Oct. 16, 1956 described his government as "prudent in the use of the people's money."

Back when the boast was "Everything's booming but the guns," the G.O.P. pledged "good business for all business" and full-time employment of 66 million persons.

The G.O.P. in 1956 would work to "end the injustices of nations divided against their will," subject to foreign domination.

For some specific domestic issues, the G.O.P. 1956 platform endorsed the Supreme Court's school desegregation decision but noted that "use of force or violence by any group or agency will tend only to worsen the many problems inherent in the situation."

In the Day's News

By FRANK JENKINS

Here is some guesswork on the Khrushchev-Zhukov ruckus. The excuse for it is that when one can't get facts one has to guess—and in Moscow FACTS are concealed by a fabulously rigid and efficient censorship.

K. C. Thaler of the United Press says in a dispatch from London this morning that the "wily and iron-nerved Nikita Khrushchev" has won another bloodless coup that signifies a return to virtually unrestrained one-man dictatorship in the Soviet Union.

He reports that diplomatic sources in London think he has won a victory over Marshal Zhukov that puts Khrushchev back into Stalin's shoes as the SUPREME POWER in the Kremlin—which means the supreme power in Russia.

That is to say (assuming that guesses are accurate) Khrushchev can say to Zhukov: "OK Bud; you know now who's BOSS. Since you know who is the boss, I'll give you some jobs to do that will save your face."

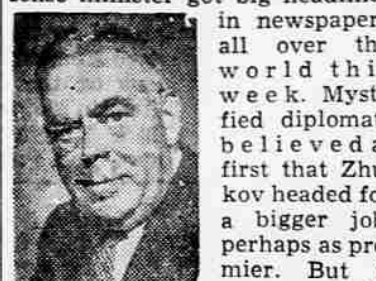
There is another interesting dispatch on the wires as this is written—also guesswork. It reads: "Russia is believed to be ready NOW to let the Middle East war scare die a natural death."

ENOUGH'S ENOUGH Fort Worth, Tex.—Joe Long is ready to join the urban movement. Long, who reads water meters in suburban Forest Hills, opened a meter Thursday, reached down to brush off the cobwebs and a snake bit him. Doctors doubted if the suburban reptile was poisonous.

Zhukov's Release Tops Week's Balance Sheet of Foreign News

By CHARLES M. McCANN United Press Correspondent

The "release" of Marshal Georgi K. Zhukov as Soviet defense minister got big headlines in newspapers all over the world this week.



Charles M. McCann

In control of the armed forces, Zhukov was in a position of great power. Experts on Russia had speculated on the possibility that one day the army might take over supreme authority from the Communist Party.

This thought apparently occurred to Khrushchev, too. But he controlled the Communist Party machine, which reaches into every village in the Soviet Union, and he decided to act.

He won out. Bubbling over with good humor, Khrushchev turned up at a Turkish embassy reception. He told the foreign correspondents who besieged him with questions Zhukov would get a job corresponding to his "experience and qualifications."

By attending the reception, Khrushchev exposed the complete falsity of the vicious campaign in which Russia had accused the United States and Turkey of plotting to attack Syria.

In the United Nations, Russian and Syrian spokesmen continued to blow up the alleged threat to peace. But it was an anti-climax.

Russia's months-long stream of threats to western countries, combined with its testing of an inter-continental ballistic missile and its launching of the Sputnik earth satellite, spurred the members of the North Atlantic Treaty Organization to action.

It was announced that heads of state of the 15 NATO allies, including President Eisenhower, would meet in Paris on December 16 to tighten up their cooperation for defense against Communist aggression.

This was the last thing Russia would have desired. But it was thanks to Russian belligerence that a long-overdue tightening was decided upon.

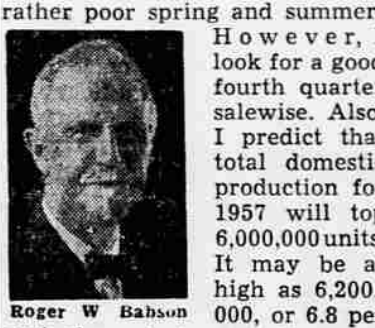
In an interesting sidelight to the Zhukov-Khrushchev developments, President Tito of independent Communist Yugoslavia announced that his lumbago was bothering him. Hence, he said, he would be unable to attend the big celebration in Moscow next Thursday of the 40th anniversary of the Bolshevik revolution. Tito apparently foresaw that the speeches about Communist unity would have a hollow ring.

France's cabinet crisis, which started on Sept. 30 with the ouster of Maurice Bourges-Maunoury as premier, entered its second month.

Candidate after candidate had tried vainly to get sufficient support to form a new cabinet. The latest candidate was Felix Gaillard, finance minister in Bourges-Maunoury's ministry. He planned to go before the National Assembly, the controlling house of parliament, next Tuesday to seek a vote of confidence on a new ministry.

Smaller Cars Coming, Roger Babson Declares

By ROGER W. BABSON Babson Park, Mass.—The automobile business has had a rather poor spring and summer.



Roger W. Babson

However, I look for a good fourth quarter salewise. Also, I predict that total domestic production for 1957 will top 6,000,000 units. It may be as high as 6,200,000, or 6.8 per cent above last year.

Many competent observers feel that last year's downturn in auto sales and this year's only moderate recovery indicate that we made too many cars in 1955. In that year we produced nearly 8,000,000 units. These people feel that the industry must now undergo a further period of adjustment while the nation "digests" the overproduction of 1955. I think there is some truth in such reasoning. However, there are additional factors involved in the dip in auto sales.

The current rolling readjustment in general business must also be taken into account as an adverse sales factor. There are increasing indications that the dip also reflects some sales resistance on the part of people who just do not like the car styling and performance being turned out by Detroit at the present time.

What Do the People Need? In their haste to turn the tide after last year's poor sales showing, car makers concentrated on extreme-styling eye appeal. They came out with cars longer than necessary. They loaded them with gadgets designed to catch the eye. These longer, heavier cars require more horsepower. They burn more gas and most of them have engines which will operate efficiently only with high-octane gas.

At a time when automobile congestion may choke out the very downtown life of our large cities, car makers have added to the problem by making cars which need more parking space and cost more to maintain. These giant new cars may fulfill the desires and ambitions of many people, but do they meet the needs of postwar America today? Certainly they will be marketable only through intensive advertising.

Make Smaller Cars Some United States automobile manufacturers contend that they cannot build a small car that will compete successfully on a volume basis with a good used car of standard size. They may be correct. But the time will come when Detroit must face facts. The automobile has contributed much to our American way of life. It has led to the development of the suburbs. It has provided and it now provides employment for large numbers of our people, directly or indirectly. Ours is a wheeled

economy in the best sense of that term.

A good deal of our prosperity today stems from our success in having mass-produced the automobile and having made it readily available to vast numbers of our people. However, that prosperity could be seriously threatened if we continue to misuse the automobile. The car of tomorrow will be smaller, more functionally styled, though still beautiful. It will be cheaper to buy, to operate, and to maintain. And it will be safer to use.

More Foreign Cars While going all out for size and flashy styling, Detroit is not entirely blind to the fact that there is a market for small cars here. Only one major domestic producer does not have a foreign subsidiary making small, economical foreign cars for export to the U.S. Small car demand has been doubling each year for some time now. If this trend continues, and I predict it will, U.S. car makers may be forced to revise their thinking on car size.

Perhaps the European cars now being imported are too small to attract wide market support in the U.S. However, their reception has been encouraging. It proves that many motorists are not fully satisfied with what Detroit is now turning out. Somewhere between these monsters of the road and the toy cars of Europe lies the answer to our real needs. Within the next five years I look for standard American cars of smaller, though adequate, size at much less cost. I predict also that improvements in engine design will permit great savings in gas consumption.

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.

Back To Radio

To the Editor: I do not know who Mr. or Mrs. F. M. Z. or B. F. S. are but they expressed the feelings of a good many people that I have talked to about the service we are getting from KBES-TV. I have been going to call them up or write them. It seems too bad that we have put so much money in a TV set and then not have any good out of it.

I am 75 years old and I like to have a little enjoyment in my few years left so I got a TV and for the last 3 or 4 months the TV has been off and on so much that you can not tell how the thing came out and when it comes on the picture is divided in two by a black line or it is so spotted that you can hardly see it and that old alibi that it is the telephone company or the national hook-up is getting stale.

If they can't run the station why don't they sell out or get someone that can and quit trying to fool the people. We are getting wise and we will have to go back to an old radio.

Ray Garland, Box 81, Talent, Ore.

P.S.—Whoever F.M.Z. and B.F.S. are, keep up the good work and maybe we will get real TV.

Comments on F. R. McCabe

To the Editor: This is in regard to some of the publications that Floyd R. McCabe has made. First off is his criticizing of someone else. How does he know quite so much? Other people people don't. They are not ignorant either.

I myself, have lived around Butte Falls for 29 years. I have no comment, only for what I have brought upon myself.

Secondly, about the Jackson county workers working on the roads. They are doing a good job. As for Mr. McCabe, he doesn't get away from home often to see the county maintenance on our roads, it's not all stockpiling either.

As for me, I love my neighbors and surrounding people. I also have a lot of friends.

Ray Odium, Butte Falls, Ore.

Holmes Urges Toll-Free Interstate Bridge

Salem—Efforts to keep the new Portland-Vancouver bridge free of tolls were endorsed by Gov. Robert D. Holmes today.

In a letter to mayors of both cities, Gov. Holmes said "this vital link in our interstate highway system should be toll free. I shall do all within my power to help achieve this result."

Advertisement for The MEAT CENTER. 231 EAST SIXTH ST. PURE LARD 19¢ lb., BEEF HEART 19¢ lb., PORK LIVER 19¢ lb., MUTTON CHOPS 29¢ lb.

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