

Medford Mail Tribune
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The Governor Is Right

Traditionally the Republicans pride themselves on their conservatism and sound business sense. And roughly speaking, as ex-Sec'y of the Treasury Humphrey often demonstrated, that party ranks higher in the realm of High Finance and Big Business than its opposition.

BUT at the special session in Salem the Republicans are massed solidly on the other side of the fence—with one or two Democrats joining them.

They are in the position of the President of a large corporation urging the declaration of a dividend far in excess of what the cash condition of the company, or future business prospects justify, and doing this because he wishes to please the stockholders and be assured of his reelection, at the forthcoming stockholders meeting.

AND what do the G.O.P. representatives at Salem call this? They call it "playing politics"—NOT on their part—mercy no!—but on the part of the Democrats.

Of course they would all be very much insulted but this is really the Soviet Russian technique—accusing their enemies of doing what they themselves have done.

Russia is all the time claiming the war-mongering and imperialistic United States is threatening to bring on World War III, when as everyone knows the one single danger to world peace, is the rocket-rattling and imperialistic Communists.

IT SEEMS to this department quite clear that in his program of a material tax-refund and increased aid to education in Oregon, Governor Holmes has taken a sound, conservative business-like stand.

He wants the tax surplus reduced for the benefit of the tax payers but he doesn't want to go to such an extreme at this time as to endanger the state finances, in the future, particularly in view of the lumber depression and the general uncertainty of the nation's economic status as a whole.

THERE is no doubt, in our mind, that if Governor Holmes were a Republican his stand would be loudly acclaimed and supported, by the members of that party, just as they supported a similar program when it was first broached by one of their party leaders.

But no, there will be an election next year, and nothing is more popular as of today, than something unexpected from Santa Claus and nothing less popular than taxes—especially at tax-paying time.

The Republicans were quick to realize their political opportunity and just as quick to try to capitalize on it.

If they are not "playing politics" what are they playing—tiddle-de-winks?

WE HOPE Governor Holmes will stick to his guns. For he is right.

He is refusing to "play politics" and taking a course which he realizes may not be the most popular one, but which he is convinced will be for the best interests of the state, and all the people in it.—R.W.R.

"The Life of Trade"

We have received a communication (unsigned) post-marked "Portland" which takes exception to a recent statement in this column that the "Friendly SP" enjoys a monopoly in Southern Oregon.

"How looney can you get?" the missive inquires, and continues:

"It is competition from airplanes and trucks that is ruining the SP and most of the other railroads in the United States. If you don't know that you ought to stop writing about railroads."

If we didn't know that is the stock railroads "alibi" for raising the white flag in the field of passenger traffic we probably would.

But we do know what the SP claims, and we also know we did not say the "SP" enjoyed a monopoly in transportation but a monopoly in its FIELD which of course is railroad transportation.

WE DOUBT if there is a railroad man in the country, and we don't except the S.P. who wouldn't admit that if the Southern Pacific had railroad competition in southwestern Oregon, the entire picture would change over night.

Just imagine if the Great Northern should build a line from eastern Oregon to the Pacific coast, giving through passenger and freight service to the Atlantic seaboard what a panic there would be in the higher echelons of this billion dollar corporation?

Not a panic to abandon passenger service—even as a few months ago it tried to abandon the Portland-San Francisco "Daylight"—but a panic to get the best passenger service available, at the earliest possible moment, so it would not lose out on its freight monopoly, particularly in the field of fruit and timber.

There would be no "double talk" then about losing \$200,000 a year in a one car passenger service between Eugene and Dunsmuir, California, nor the "we surrender" refrain that passenger service is doomed and there won't be a "pullman" car in the country in another decade or two.

No, over night the entire public relations pattern of the S.P. would be transformed, and instead of doing everything possible to discourage passenger travel, it would be burning the midnight oil to devise ways and means to get it.

And why? Just one reason. It would have railroad competition instead of a complete corner on the market.—R.W.R.



IT SURE LOOKED LIKE AN EASY TRICK ON TELEVISION.

Editorial Comment

THE AIR LINES DON'T QUIT

West Coast isn't planning to surrender its Southern Oregon territory and business without a fight. It has placed orders for millions of dollars worth of new equipment—more and better planes. It plans to put on direct schedules—Roseburg to Portland with perhaps only one stop. It will give more and faster schedules to keep ahead of other methods of transportation.

West Coast and United Airlines are prepared to meet competition. They do their best to serve the area, even though obstacles arise. But what did the "Friendly" Southern Pacific do to meet competition? The answer is obvious—nothing! The railroad company not only surrendered to competition, it invited the competition to take over, while deliberately killing off its own service by making that service as unsatisfactory in every respect as possible, then crying that people wouldn't use the trains.

The railroad could, if it would enjoy a considerable passenger business from Southern Oregon, I am convinced. Whether a profitable service could be maintained I wouldn't know. I would guess that the losses, if any, would not be large.

The railroad, however, would have to furnish service comparable with that given by buses and airlines and on frequent, fast schedules and with modern, comfortable equipment.

Southern Oregon is growing at a pace that should produce enough passenger business to support buses, trains and planes. The effort of the airlines to serve the traveling public has been mentioned. It might also be pointed out that bus lines are constantly striving to improve service and facilities. Greyhound has added many new buses and has improved schedules. Trailways recently was exhibiting an attractive European-made car it expects to put in service soon.

The attitude of these transportation systems, in contrast with the defeatist position of the railroad, does, indeed, supply a startling study in contrasts.—Roseburg News Review.

CITY SHOULD RE-EXAMINE ITS RESPONSIBILITY

As we've said before, Salem's parking situation isn't as bad as that faced by most cities. This makes the work of the Salem Downtown Merchants Association all the more farsighted.

Association members now are investigating the construction of a 10-level pigeonhole parking tower in the downtown area.

But the costs of parking each car in a city like Salem using surfaced lots as the standard are about doubled by underground or above-surface ramp structures and tripled by mechanical devices such as the pigeonhole.

The city also has an obligation although it may be a poor practice to subsidize parking in any one area since merchants in other areas have taken care of their own problems. But the city like so many Oregon communities, has slipped into the bad habit of using its parking meter funds for the general budget.

Originally these were earmarked for off-street parking, among other things. Because of this, we'd say the merchants have a right to ask that the city set up a policy which would encourage this parking project and any others which would come along later in other areas. This encouragement might be in the form of policing private metered lots or supplying engineering services or attendants.

In fact, parking meters over the years supply enough beyond their maintenance and policing costs to pay for unimproved land suitable for parking development in all congested areas. Use of the money for this purpose would mean that Salem taxpayers would have to make up the difference one way or another, which is the reason the city council has been reluctant to examine the matter.

A city which is not already in the profitable parking meter business, we'd say, has no pressing obligation to solve a merchant's congestion problem. But in Salem the meters have been supplementing the general fund for a decade, easing the property tax burden by a few hundred thousand dollars already.

A city with extensive metered areas has no excuse for a parking problem of any kind. And although Salem's problem is relatively small, it is as real as the merchants think it is. It also will grow worse if barriers are put in the way of solution or if a city is apathetic.

A small problem now, if left unsolved, can be a gigantic puzzle in five or ten years as the auto population zooms and curb parking gives way to more traffic lanes.—Salem Capital Journal.

In the Day's News

By FRANK JENKINS

This is written on Veterans Day.

Veterans Day grew out of Armistice Day.

Armistice Day—meaning the FIRST Armistice Day—was unique in human history because it was inspired by the worldwide belief that it MARKED THE END OF WAR. We weren't just celebrating a military victory on that first Armistice Day. We thought we were celebrating the beginning of a world at peace.

Back in 1918 our victory over the Kaiser's Germany seemed to us so decisive that there never could be another world war.

That is why it was celebrated so fervently.

We were mistaken then.

LET'S look now at some other mistakes.

We made an epochal one when Hitler invaded Stalinist Russia. Common sense should have told us to stand aside and let the two dictators destroy each other.

We didn't.

We stepped in and saved Stalin.

WE MADE another mistake at Yalta, when we placed the boundary between Communism and the free world on the Elbe river.

As a result of that mistake, we had to turn back from Berlin and give half of Germany and all of Czechoslovakia to Stalin and Communism.

WHY ALL this talk of mistakes? MISTAKES ARE IMPORTANT.

They are important because they are identifiable in the clear light of hindsight.

We should STUDY mistakes and seek to avoid making more of them.

AT THE moment, it looks like we're getting ready to make another epochal mistake.

The printed pages and the air waves are full of talk of a CRASH program, which will cost BILLIONS, to put an American satellite into outer space months ahead of the time we had planned to do so.

WHY? That race is LOST. That race is DEAD. Why spend BILLIONS to reincarnate a dead horse?

MORE powerful rockets—YES! Rockets are missiles. Missiles carry warheads. More powerful ones will hit the enemy farther away.

An anti-missile missile to INTERCEPT enemy missiles and destroy them before they get here—YES!

Making better missiles and making them faster than the Russians can make them, meanwhile perfecting our techniques of bomber retaliation so that the Russians will hesitate to start something they may not be able to finish—YES! All that makes sense.

Smaller NATO Nations Demand Revision of Defense Policies

By CHARLES M. MCCANN United Press Correspondent

The smaller countries of Western Europe are demanding a radical revision of North Atlantic Treaty Organization policies. They feel that the United States and Great Britain are concentrating too much on the possibilities of nuclear warfare.

They want the larger allies to remember that in the event of war with Soviet Russia, the smaller countries would be overrun by Red army ground forces unless Allied ground forces can stop them.

The stand of the smaller allies has been expressed forcefully in a report made to a meeting, now being held in Paris, of delegates from the parliaments of the 15 NATO countries. Report Important

There seems no doubt that this report will play an important part in the big meeting of the heads of government of NATO countries, including President Eisenhower, which is to meet in Paris Dec. 10.

The report to the parliamentary conference was drawn up by Lt. Gen. Rudolph Calmege of the Netherlands and Arthur Gilson of Belgium.

"The structure of the NATO ground forces... is undergoing a steady disintegration," the report said.

"The Soviet threat can not be met simply by atom bombs. The Soviet military threat is still primarily by means of ground forces supplied by air forces. This is a nightmare for those people who are not separated from the Red armies by an ocean or at least by the channel"—Britain's English Channel.

Seeks More Troops The report demanded that NATO maintain a minimum of 30 divisions, equipped with tactical atomic weapons and covered by adequate air forces.

There was a note of some bitterness in the reference to the protection that the Atlantic Ocean gives to the United States and the English Channel gives to Britain. A reference to the strategy of "massive retaliation" against Russia by the atomic powers in NATO seemed somewhat sarcastic. Massive retaliation would hurt Russia, probably cripple it. But what the smaller countries need to protect them is infantry, tanks, artillery, tactical air forces.

we allow the present surtax rates to cut into 1957 and 1958 incomes," Giesy added.

Before the telecast, House Speaker Pat Dooley, Portland Democrat, accused the Republicans of "stalling the Legislature for two more days at least, at the expense of the taxpayers, just so their so-called spokesmen can make a grandstand play on television."

Result of Protest The TV program was the result of a protest by the Republican State Central Committee that the governor's TV account of the tax reduction battle last Sunday was "biased" and an attempt to bring pressure to bear on legislators who opposed him.

Mussa, a member of the conference committee seeking solution to the tax reduction, deadlock, said he and the Republicans with whom he joined want to correct the high tax rates levied unintentionally by the 1957 Legislature.

"Since these high published rates are taking more from the taxpayers than necessary, we feel the rates should be reduced to the lowest level possible to secure necessary revenue. The high published rates are a detriment to Oregon's economy," Mussa said.

Giesy said that the 1957 Legislature, aided by the governor's tax experts, passed a \$272 million budget that left \$9,800,000 in surplus.

Surplus Will Build "Now only five months later these same tax experts supply the Legislature with revenue estimates which will leave a \$74 million surplus by June 30, 1959. That surplus will build if

Individuals who urgently championed civil rights legislation which was before Congress last summer were somewhat less enthusiastic about the anti-discrimination project pending before their own governing agency. The real estate boards in all five boroughs of New York City opposed the ordinance.

The mail count at City Hall was 3-to-1 against. Some councilmen said their mail was 4-to-1 against enabling Negroes to buy or rent whatever they could afford. The proposal was substantially amended to eliminate a \$500 penalty for the discrimination described. The committee also exempted cooperative apartments from the anti-discrimination stipulation.

The implication of the ordinance's most recent history is that it was set aside to cool pending last week's mayoralty election in New York. An advocate of the ordinance had this to say this week in a letter to the New York Times:

"Further delay or defeat of this bill would be an admission that New York City, despite its moral horror at what happened at Little Rock, does not itself believe in the civil rights that it professes to uphold. For all recognize that this is more than a matter of housing; we know especially that the schools we say

we wish to integrate can never truly achieve this goal unless we desegregate our housing patterns."

Few Non-Negro Areas This reference to missing the goal of school integration in New York City is part of the city's racial problem from another angle. It relates to the fact that there are public school districts in New York City in which there are no Negro families or very few.

It is difficult, therefore, to enable white and Negro children to attend those schools together for lack of Negro children. The proposed ordinance against discrimination in the sale or rental of dwelling units presumably would enable Negro families with children to move into the all-white school districts—and the elements of school integration would be at hand.

All of this may sound like coded Greek to southern readers, but it is the pattern of the integration problem as it has developed in New York.

Bend Girl To Tell of Experiences Abroad

Washington — Violet K. Klobas of Bend, Ore., will tell officials here today of her experiences abroad while on a trip to Austria as a "good will ambassador" under the International Farm Youth Exchange Program.

Miss Klobas, along with 57 other young people, arrived home on the Queen Mary Tuesday. They had been in Europe on a five-month "work-and-learn" trip.

The girl's trip was sponsored by the Foundation in cooperation with the agricultural extension service.

Plagued Day And Night with Bladder Discomfort?

Such a common thing as unwise eating or drinking may be a source of mild, but annoying bladder irritations—making you feel restless, tense, and uncomfortable. And if restlessness, with nagging backaches, headaches or muscular aches and pains due to over-exertion, strain or emotional upset, are adding to your misery—don't wait—try Doan's Pills.

Doan's Pills have three outstanding advantages—act in three ways for your speedy return to comfort. 1—They have an easing, soothing effect on bladder irritations. 2—A fast pain-relieving action on nagging backaches, headaches, muscular aches and pains. 3—A wonderfully mild diuretic action through the kidneys, tending to increase the output of the 15 miles of kidney tubes. So, get the same happy relief millions have enjoyed for over 60 years. Ask for new, large, economy size and save money. Get Doan's Pills today!

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"It is better to know us and not need us, than to need us and not know us."

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

Nov. 13, 1947 (Friday) Tourist committee of the Jackson County Chamber of Commerce requests that Crater Lake National Park company serve Medford with its buses.

From Arthur Perry's Eye Smudge Pot column: "The corn crop of the valley is being harvested and husked and stored in granaries, with none of it in vinegar jugs, as in 'noble experiment days.'"

20 YEARS AGO Nov. 13, 1937 (Friday) A noticeable improvement of lumber market prospects for 1938 forecast by the West Coast Lumbermen's association.

E. D. Rice, Dallas, Tex., travelling jewelry salesman, and complaining witness in assault and robbery charges filed against three Oregon Normal school football squad members from Monmouth and an Ashland drug clerk, appears before grand jury this morning.

30 YEARS AGO Nov. 13, 1927 (Sunday) Grading, surfacing and preliminary preparations completed. First of this year's city paving program will begin soon.

A lineup of street stunts and outdoor entertainment in Medford was among best in city during Armistice day program.

40 YEARS AGO Nov. 13, 1917 (Tuesday) A number of well-known young Medford men enlist in the aviation section of the Army at the local recruiting office on Monday.

Five team captains with a full crew of workers are busy in the business district getting subscriptions to the YMCA war work fund.

What's Your I.Q.?

1. A shallow body of water near a sea is called a lagoon.

2. When Christopher Columbus discovered America in 1492, did he land in the spring or fall of that year?

3. Bible: Sarai is commonly referred to as—what?

4. "The Dance of the Nymphs" is a painting by Titian, Corot, Reynolds or Murillo?

5. Who were known as "prisoners of the Vatican"?

6. In which country are the Caucasus oil fields?

7. In which of Charles Dickens' novels is there a character named Fagin?

8. Are the Palau Islands in the Pacific or Indian Ocean?

9. "It is seldom or never used. It is seldom or ever used." Is the latter sentence wrong? If so, how?

10. "The more the merrier, the fewer the better." (15-61). Could it have been introduced by James I, to whom it is ascribed?

Answers: 1. Lagoon. 2. Fall, October 12. 3. Sarah (wife of Abraham). 4. Corot. 5. The Popes from 1870-1929. 6. Soviet Russia. 7. "Oliver Twist." 8. Pacific Ocean. 9. Yes. "It" should replace "or." 10. No. He was born after 1601, when it first appeared in English.