

Stock-Raisers Usually Ship by Truck, Fruit Shippers Use Rail

In his second leadership address to the American people on the state of the nation (delivered in Oklahoma City) President Eisenhower left no doubt in anybody's mind that it is going to COST MONEY to meet the new Russian challenge to our security.

He put it this way:

We have to maintain . . . and even step up . . . TWO military machines to protect the United States—the one we now have and the one science is developing for us.

We can not, he said, slack off on the old (bombers) to send against Russia and fighters to protect us against the bombers Russia may send against us) while the NEW (intercontinental guided missiles) is still in the testing or idea stage.

Because—

He added—

The NEW system (missiles) won't protect us NOW. For our protection now, we will have to depend on bombers and fighters.

OBVIOUSLY this double job we face is going to cost money.

Where will it come from?

ON that subject, the President made an interesting suggestion.

We could—

He said—

CUT DOMESTIC SPENDING in order to more adequately finance our VITAL DEFENSE NEEDS.

That—

He added—

"Will be one of the hardest and most distasteful tasks that the coming congress MUST face."

PERSONALLY, I have little doubt that if we cut out all the fluff, all the waste, all the inefficiencies, all the hand-outs, all the spending that is done to get votes back here in the election year battles, all the things that cost a lot of money without corresponding benefits of a sound and productive and enduring nature, we'd have little trouble in finding the money we need without raising taxes.

BUT WHAT A HOWL there would be!

Every politician who had any federal pay taken away from him would be yelling bloody murder and demanding the appropriations necessary to give him campaign material in the next election.

All these things are fundamental in American politics.

HOWEVER—

We must keep this clear: WE MUST MEET RUSSIA'S CHALLENGE.

If we don't our way of life could come to an end.

Stock-raisers in the Rogue valley stopped shipping by Southern Pacific some time ago, while fruit shippers appear generally satisfied with Southern Pacific service, with a few reservations, according to a recent Mail Tribune survey.

Those shipping stock out of the valley and bringing it in generally complain that the railroads took up to twice as long as trucks and failed to provide needed services. Farmers also complained that their animals—shipped as fat stock, particularly—would arrive in poorer condition. The railroad also fails to provide adequate loading and unloading facilities here for stock, they said.

Stockmen contacted said it takes about five days to ship by rail to San Francisco. By truck stock can be in the San Francisco yards that night and up for sale the next morning. They also arrive in much better condition, farmers said.

Hard to Get To

O. L. Brown, owner-manager of Medford Meat company, said, "The railroad practically quit handling livestock altogether here. They took out most of the livestock pens. The pens were pretty hard to get to, anyway."

Brown brings stock in here for slaughter and sells the meat wholesale to meat markets. He said he stopped shipping into Medford by rail two or three years ago.

Brown explained that there is a law forbidding the railroad to keep stock in cars longer than 36 hours. He said he ships out of Omaha, Neb. It takes longer to ship the last leg of the trip—Reno, Nev., to Medford—than it does to ship from Omaha to Reno, he said.

Faster Service

During that trip the stock is unloaded at Reno, then at Alturas, Calif., and again at Klamath Falls. He added he found Union Pacific gives faster service.

Major railroads, Brown said, have five-day service from main mid-west markets to the Pacific coast. However, it takes seven days to ship into Medford from the mid-west.

"Once in a while if you stay on 'em and hound 'em to death you can get your shipments in directly," Brown said.

He has modified his operation by picking up the incoming stock at Klamath Falls by truck. He complained that excessive feeding and shrinkage hurts him.

Bill Bray, manager of the Midway auction yards in this area, said the trucks have the railroad "beat" for speed. It takes the train a long time because of intermediate stops and making up the trains as they go. Unavailability of stock cars is another handicapping feature, he said.

"One time during a big feeder

sale here we had to hold 600 head of cattle for five days because we couldn't get the ordered cars in," Bray said.

Another thing, rates are no cheaper on the rail unless a shipper takes more than one car. Truck rates are virtually the same as by rail if a man has equivalent to a car-load. Trucks will pick up at the point of origin, where the railroads don't, Bray added.

Some of the farmers, looking into the future, are concerned over the transportation handicap in the valley. Some predict that with new irrigation projects developing, former worthless land will become pasture for more livestock. However, the valley will be "bottlenecked" by the lack of adequate transportation.

Has Own Trucks

For example, a lot of feeder lambs could be brought in from Texas, fattened and sold in the San Francisco and Portland markets. The farmer who proposed this has his own trucks, but he or his sons couldn't afford to make a trip of that distance. Bad winter weather, he complains, often closes off the valley.

A stockman used to be able to obtain an engine and 10 cars to ship cattle. Now the longer trains number approximately 150 cars. Seldom do even cattle "pools" have enough to fill such a train for through shipment.

Taking the over-all view, fruit shippers in the Medford district are satisfied with railroad shipping. And fruit requires entirely different handling than other commodities.

However, shippers here do complain about the railroads' "inflexibility" in meeting truck service and rates.

Forced by Buyers

"Put it this way; as individual shippers here we would like to ship by rail rather than by truck," commented Harold Holmes, sales manager for Rogue River Orchards company.

"But, we are forced by buyers in certain territories to use trucks. We would like to see railroads meet that competition."

"On the whole, I would say we have been treated pretty square. We have had car service when other areas couldn't get it," Holmes said.

The sales manager said the main thing fruit shippers are after, in services, is liberalization of partial unloading-in-transit. Now only one stop for partial unloading is permitted east or west of the Mississippi river—that "imaginary boundary" for railroads. Trucks permit several unloading stops. This would mean constantly fluctuating market conditions could be met throughout the United States.

Also, the buyer can get the fruit faster and fresher.

Would Pay for Stops

"We pay for those stops. We

aren't asking for something for nothing," Holmes said.

Holmes has been in the traffic business for 31 years, he said. He used to handle freight for American Fruit Growers out of Los Angeles. Then, he worked for Pacific Fruit Express company for four years. His initial job was in the Santa Fe railroad claims department.

"Everything they fail to do cannot be laid on their doorstep," the fruit man said. "The railroads are shackled, regulated and tied. Trucks, however, are exempt from regulation on rates. No two trucks are regulated alike. Carriers will come out for rate reduction and as soon as they do the truckers duck under it."

However, Holmes insists drastic rate reductions to meet truck competition are feasible from here to the Mississippi river.

"The main thing is we want them to drop rates now to meet truck competition and keep the business, rather than lose it and then try to get it back," Holmes said.

Ray Reter, of Reter Fruit company, is another advocate of more flexible freight rates. Being particularly hard hit in the apple market, the fruit industry "up north" is considering asking western railroads for emergency rates, he said.

"We have no complaint on the service to eastern markets," Reter said. "It's not the service, but the rates."

In 1947 about 5 per cent of the Pacific Northwest fresh fruit crop moved by truck, Reter said. In 1956 about 32 per cent of the crop moved by truck. Nationally, this trend has gone on for a long time, the fruit shipper said. He based his figures on the United States Department of Agriculture weekly shipment summaries.

License Suspensions Listed for County

Editor's note: The following is a list of Jackson county residents whose licenses to drive were suspended during the period from Nov. 4 to Nov. 8. The list was compiled and furnished to the state department of motor vehicles, and is published at the department's request in an attempt to reduce auto accidents and reckless driving.

Jackson county drivers license suspensions, Nov. 4 to 8:

(Length of suspension varies, depending on charge, recommendation of court, discretionary action by the department of motor vehicles, or requirements of Oregon law. Some licenses may have been re-instated, fully or partially, after suspension was ordered.)

Arthur George LaCourse, 44, box 412, Talent, driving while suspended, 1 year.

James Douglas Valentine, 18, Prospect, driving while suspended, 1 year.

Herschel George Rainey, 43, 734 Manzanita st., Central Point, driving while suspended, 1 year.

Glenn Herbert Mills, 28, 228 1/2 East Main st., Medford, driving while suspended, 1 year.

James Howard Nunes, 25, 169 Greenwood ave., Medford, driving record suspended 60 days.

Following suspensions based upon failure to provide required proof of financial responsibility:

Eva Kuhl, Ever Shady Auto court, Medford.

Melvin Leroy McClain, 20, general delivery, Medford.

Arthur George LaCourse, route 1, box 180, Talent.

Anne Lorraine Lucas, 19, route 1, box 98, Eagle Point.

Dorain Franklin Sallee Sr., 23, 725 Narreagan st., Medford.

Charles A. Lienesay, 143 South Riverside ave., Medford.

Charles Franklin Casey, 67, route 1, box 448, Talent.

Wayne Elton Downing, 35, P.O. Box 211, Prospect.

Everette Ray Stokes, 31, 331 North Holly st., Medford.

Phoebe Julia Brown, 24, 319 Avery st., Ashland.

Flossie E. Dixon, 203 10th-Elm st., Medford.

Alice Marie Longan, 29, 817 Oak st., Medford.

Raymond Leslie McVay, 24, route 1, box 163, Jacksonville.

Gerald Andrew Thompson, 129 South Sixth st., Central Point.



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News About Books From the Library

Editor's note: A typographical error in last week's News About Books column indicated that all books in the six branch libraries are not listed in the Medford Public library catalog. It should have been the books are now listed in the catalog.

Recent criticism by the medical profession seems to have effected newer and better books on health problems for the laity, the "Library Journal" observes.

One of these, "Overcome Arthritis," by William Kitay, offers to the more than 10 million sufferers from arthritis a practical hand book to help them arrest the disease and relieve its pain. The author, former science and medical editor of the Arthritis and Rheumatism Foundation, states that arthritis can be successfully treated and emphasizes the doctor-patient relationship in presenting his program for home care. His handbook has been highly praised for its "medical soundness."

A new copy of Dr. Charles S. Cameron's book, "The Truth About Cancer," was recently presented to the library by the Oregon division of the American Cancer Society. Dr. Crile is an eminent American surgeon of the Cleveland Clinic. His book aims to "disentangle the word 'cancer' from the spell of fear and formulate a commonsense approach to the problem." It has already won a wide audience.

Recent Book

Another recent book for laymen on a medical subject is "Understanding Surgery," edited by R. E. Rothenberg. Eight doctors contribute to this work intended to inform and to alleviate the fears of the person facing an operation. Medical terms are clearly explained, while numerous diagrams supplement the lucidly written text.

Books purchased for a public library on medicine for the layman are intended to help the patient understand his doctor's job, never to encourage him to attempt selfdiagnosis and independent treatment.

An interesting presentation of the doctor-layman partnership is Carl Binger's book, "The Doctor's Job." Readers interested

in medical history will enjoy "Milestones of Medicine," by Ruth Fox and "Mankind Against the Killers," by James Hemming, as well as Margaret Hyde's "Medicine in Action: Today and Tomorrow." "Magic, Myth, and Medicine," by D. T. Atkinson is an original and arresting history of the healing arts, in which superstition and science are seen to be at odds through the ages.

Concerning some of the newest problems to be faced by the medical profession the library has "Radiation: What It Is and How it Affects You," by Jack Schubert and Ralph Lapp, "The Fight for Fluoridation" by Donald McNeil, and "The Stress of Life," by Hans Selye.

Other special health problems treated in books available through any agency of the Jackson county library are hearing and deafness, overweight, sleep, allergy, tuberculosis, hay fever, poliomyelitis, venereal diseases, and the common cold. There are also books on the problems involved in the use of narcotics and alcohol, and in the care of the mentally and emotionally ill.



USING latex, plastic, Dr. Bertram Silverstone, Boston, discovers way to strengthen the weakened blood vessels of the human brain. (International)

Boy Scouts

Cub Scout Pack 5, sponsored by Jefferson school Parent Teacher association, will meet in the school gym Tuesday, Nov. 19, at 7:30 p.m., according to Warren Wolf, chairman of the pack committee.

Packmaster Leo Taylor has asked that boys bring to the meeting any collections or projects they have made for scouting achievements. These will be displayed, along with handicraft items the boys have made in recent den meetings.

An induction ceremony will be held for boys entering the cubbing program, and awards will be presented as reported by the den mothers. Interested boys who are eight, nine, or 10 years old and not now registered in the Cub Scouts are invited to attend the meeting, along with their parents, Wolf said.

Georgia Runner-Up In Flu Death Totals

Chicago—A new surge of influenza-connected deaths put the Georgia total second in the nation Saturday and brought the national total to 807.

Atlanta, Ga., health officials said there were 32 flu deaths in the area during the past week. Meanwhile, a recheck of Minnesota fatalities added 35 new deaths to the roster of national fatalities caused by Asian flu, other types of influenza and complications of both diseases.

A United Press tally showed that New York led the nation with 134 deaths, Georgia came next with 124, and Pennsylvania followed with 106. California reported 48.

4-H Club News

Elk-Trail Forestry Squirrels

The Elk Trail Forestry Squirrels met in the home of Lloyd Walkup for their regular meeting, Nov. 13. Two new members joined the club. They are Judy McKenzie and Vernon Martin.

The next meeting will be a Christmas party at the home of Margaret and Leonard Hanson.

Seven members and Mrs. Oscar Hanson and Mrs. Mose Bush, their leaders. Mrs. Walkup served refreshments.

Floyd Walkup, Reporter

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Larry Horton Author Of Magazine Article

Larry Horton, California Oregon Power company electrical engineer, is author of an article which appears in the November issue of Electrical West magazine.

The article, "Confusing 69-Kv Fusing Problems," Horton discusses problems of the fuses in 69-Kv substations, and solutions to the problem.

He notes that if new fuses are satisfactory, "It will represent a marked step forward in the reduction of distribution substations costs—which benefits both the company and consumers."

The editor's note that Horton's work in 69-Kv fusing may lead to better, cheaper protection in such substations.

Horton, who joined Copco in 1955, worked for the Mountain State Power company and Pacific Power and Light. His work at Copco has included design and engineering supervision of four major substations.

Seventy-five per cent of the world's ships are expected to use the St. Lawrence Seaway when in opens in 1959.

First National Mailing Christmas Checks

Portland Christmas checks this week totalling \$1,500,000 will be sent to 20,000 Oregon residents by the First National bank of Portland. It was announced.

Each club member will receive a check for the amount saved during the year, plus interest. C. B. Stephenson, First National bank president, said.

Des Moines, Iowa—Gov. Herschel Loveless has proposed soil bank payments for farmers who have corn lots at road intersections. The Iowa governor said the corn in his state grows so tall it blocks motorists' vision.

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