

MEDFORD MAIL TRIBUNE

"Everyone in Southern Oregon Reads The Mail Tribune"

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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

Nov. 26, 1947 (Wednesday)

Medford city council gave a formal "go ahead" light to plans of the California-Oregon Power company to install mercury lights on Sixth st. between Riverside ave. and West Main st.

From Arthur Perry's Ye Smudge Pot column: "This is Civil War Week in Oregon, due to the OSC-Old Oregon, and high school titans clashing on the gridirons. Coaches of the institutions of higher learning have not yet started singing dirges and the blues."

30 YEARS AGO

Nov. 26, 1917 (Tuesday)

The first completed section of the new route through the Siskiyou mountains was formally opened in a celebration staged recently by Ashland leaders and highway officials.

Taxable valuation of Jackson county property for 1918 is placed at \$24,023,870, a reduction of only \$39,750 under the current year, according to the county assessor.

30 YEARS AGO

Nov. 26, 1927 (Saturday)

The two "Bills," Gates and Lydiard, recently celebrated their seventh anniversary in the Economy Groceria.

What is reported to be the largest shipment of Thanksgiving turkeys ever leaving Rogue River valley, was shipped by local markets to San Francisco and points south.

40 YEARS AGO

Nov. 26, 1917 (Monday)

G. R. Satchwell, Medford, participates in mediation of the strike against the Pacific Telephone and Telegraph company.

The beet sugar factory at Grants Pass closes down Saturday because of the lack of arrival of beets, Alexander Nibley said this morning.

What's Your I.Q.?

- Nine or ten correct is superior; seven or eight is excellent; five or six is good
- How is "sachem" pronounced?
 - Bible: David overcame Goliath armed with what weapon?
 - Is the modern birthstone for April a diamond, ruby, or emerald?
 - Which 4-letter word (slang) refers to a person who cuts up antics; a ludicrous person?
 - Is a "blue point" a type of dog, oyster, or drawing?
 - Did the Coast Guard participate in any invasion during World War II?
 - Name the only former U.S. President that was bald-headed.
 - Does the Statue of Liberty hold the torch in the right or left hand?
 - Obverse is the back or the front of a coin?
 - Name the source for the quotation "A loaf of bread, a jug of wine and thou."
 - Say-chem. 2. Sling and pebbles. 3. Diamond. 4. "Card." 5. Oyster. 6. Yes. 7. John Quincy Adams. 8. Right. 9. Front. 10. "Rubiayat of Omar Khayyam."

What's Wrong With The "SP"?

What would you think if you were presented with a hard-surface right-of-way from Medford to Portland and from Medford to San Francisco? Then from San Francisco through Arizona, New Mexico, Texas, Louisiana and on to that charming old post-bellum city of New Orleans?

Moreover there would be no competition in your own field. There would be no intersections on "stop-lights," no detours, no waiting-in-line for road repairs, no congestion, no wild-drivers, and ample parking space WHEREVER you wished to stop.

Wouldn't you decide you had unknowingly rubbed "Alladin's Lamp" and become a second "Lucky Baldwin" over night?

Our guess is you would—and with reason.

For with the dangers and strain of motor travel increasing day by day — and particularly night by night—with the increase, also, of our population of "older boys and girls" who for physical reasons, CAN'T fly, here would seem to be a rare bonanza, not only to make money, but render in the U.S.A. a needed and beneficent public service.

BUT, needless to say the "Friendly Southern Pacific" doesn't so regard its inheritance, an inheritance by the way, which was received from the peoples of the states through which it passes with the solemn pledge that it would provide continuous service.

For the SP, because only one department of its operation failed to get out of the red as fast as it would like, deprives one of the most rapidly growing and most productive sections of Oregon of ALL passenger service. This in spite of the fact, that while this abandoned service was being rendered, Southern Pacific profits over-all steadily increased, and it never failed, in that time or since, to meet its plushy payroll in the Upper Brackets, or its regular generous dividends to stock holders!

HOW come?

What is the matter with the "Friendly SP" anyway? Doesn't it know that the railroad today is the most efficient method of mass transportation? Doesn't it know the underlying efficiency of a steel wheel turning on a steel RAIL has not yet been surpassed? Doesn't it know this lack of friction is such that the same amount of fuel will propel a loaded freight-car five times the distance it would propel a truck carrying the same load? And finally, the same advantages in different degrees extend to other forms of transportation?

As indicated above, this superior efficiency extends particularly to the right-of-way. One of the oldest railroads in the country, serving the suburbs of Chicago, can carry 48,000 riders in one hour compared with 6720 by bus and 2250 by motor car in the same time.

A well known statistical institution, after a careful railroad survey has declared it would take 20 "free-ways" of 4 lanes each, to carry the same number of persons that can be carried on two railroad tracks.

DOES the SP or anyone else doubt this?

Well the facts above don't happen to be ours. They are verbatim the words of the chairman of the Chicago and Northwestern railroad, supported by surveys of the impartial and always reliable Brookings Institute.

So again "what's the matter with the SP?"

WITH these facts established as to the railroad's future and especially its potential why does the Southern Pacific management insist upon surrendering before a shot is fired?

It would be easier to understand if many other railroads adopted this discredited policy of the public — and public obligations — "be damned!"

But there are very few.

And as far as our information goes, NONE that enjoying a monopoly in its field, has deprived such a growing and promising area as the 300 miles territory from Eugene to Duinsumir, California of all passenger service entirely.

WE ARE indebted to Charley Wing, large property owner, and former well-known Medford rancher (wintering now in Honolulu), for adding to our list of important rail roads that have refused to quit the good fight, and deliberately kill their passenger service to make an extra dime. They have instead retained faith in their special calling and are now spending millions to wipe out the passenger deficit, not by reducing overhead but by increasing it, — not by making passenger travel less attractive but more so.

WE LACK the space to go into details. But the heading of the "ad" from the Wall Street Journal, showing a relay runner at top stride reads as follows:

"Union Pacific stockholders look forward not backward. They own a railroad they are proud of but in much greater measure proud of its forward march."

And how is this "forward march" to be maintained?

Not by abandoning passenger service but quote:

"By spending \$26,164,675 in ultra-modern passenger equipment."

This the UP adds, "is the way to run a railroad." They don't deny much has been said about "diminishing passenger business recently," but they do not believe in just talking about it (like talking about the weather). They believe in taking off their coats and "DOING something about it."

When faced with such a problem the SP doesn't take off its coat and go to work. It just leans back in its overstuffed "Pacific Union" chair and takes off some more passenger trains.—R.W.R.



"SHE'S SURE GOT A CRAZY 'FRIGERATOR! IT'S JUST GOT ONE GREAT BIG ICE CUBE IN IT!"

Matter of Fact

By Joe and Stewart Alsop

WE HAVE BEEN WARNED

Washington — The American government has recently been presented with just about the grimmest warning in its history. The warning took the form of a report to the President and National Security Council by a committee headed by H. Rowan Gaither Jr., formerly president for the Ford Foundation.

When the Gaither Committee was appointed, its basic assignment, as this reporter noted last August, was to study the means of defense against atomic attack. But as time went on, it became obvious that it was useless to consider our defense without also considering the Soviet offense.

The committee, moreover, was made up of brilliant men with wide experience in the whole defense field — men like former Secretary of Defense Robert Lovett, his deputy, William Foster, and former Chief Policy Planner Paul Nitze. Such men could not be expected to confine themselves simply to essentially peripheral matters like civil defense.

INSTEAD, the work of the committee broadened until it encompassed almost the whole East-West balance of power in the new weapons. In the process, the brilliant civilians on the committee closely consulted the country's leading scientists. But James Killian, newly appointed Chief Scientific Aid to the President, and Isidor Rabi, chairman of the President's Scientific Advisory Committee, played a major role in preparing the report. Dr. Jerome B. Weisner of M.I.T., who had the task of marshalling the views of the scientific community, also made a point of bringing in large numbers of the younger generation of scientists for consultation.

Thus the report represents the consensus of just about the best scientific and non-scientific brains in the country. Their judgment was based, moreover, on all the most recent and most reliable intelligence on comparative Soviet and American atomic and missile power. The report considers many subjects, including such matters as the shelter program. But the really important conclusions which amount to a stern warning, may be summarized as follows.

FIRST, the Soviets are so far ahead of this country in the missile race that it will not be possible fully to overtake them before 1960-61, at the earliest. Second, this interval in which the Soviets will be ahead represents an unprecedented danger, not only to the civilian population as a whole, but to the bases of the Strategic Air Force, which has been the shield of freedom. Third, every possible interim measure must therefore be taken, to defend not only our civilian population but our retaliatory power during this period of maximum danger. To overtake the Soviets by 1960-61, and to take the necessary interim measures, will require additional outlays amounting to many billions of dollars.

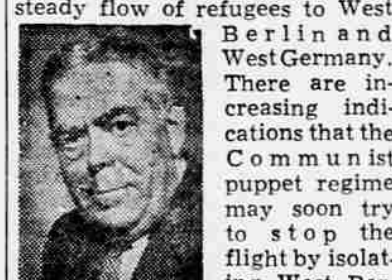
At another time, these authoritative but sober conclusions might have been filed and forgotten, as has happened before. But this time, thanks in part to the launching of the Sputniks—which may well be the luckiest thing that has ever happened to this lucky nation—the report may have real impact. Indeed, it has already had an impact, in the two weeks or so since it was filed.

Secretary of Defense Neil McElroy has decided, since then, to go ahead with production of the intermediate missiles, well before testing is complete. He has also decided to start work on at least one ICBM base even before the first stage of the Atlas ICBM has been successfully test-fired. The report unquestionably played a part in these bold decisions.

Continuing Flow of Refugees To West Poses Blockade Threat

By CHARLES M. McCANN

United Press Correspondent
The East German Communists are getting alarmed over the steady flow of refugees to West Berlin and West Germany.



Charles M. McCann

There are increasing indications that the Communist puppet regime may soon try to stop the flight by isolating West Berlin and tightening control of the border between East and West Germany.

If that happens, it may mean serious trouble for West Berlin, which is isolated from West Germany by a 110-mile stretch of Communist-controlled territory.

Two Million Flee East

Since 1949, when West Germany's remarkable economic recovery got really started, about 2 million East Germans have fled the Communist part of the country. Most of them have crossed from East Berlin to West Berlin. The flight has reduced East Germany's population by more than 10 per cent.

The flow of refugees continues at the rate of about 300,000 a year.

Until recently the East German Reds did little to stop the movement. One reason was that East German economy is in a bad state, especially since the Polish revolt, which sharply reduced the amount of raw materials available for factories. Another was that those who fled obviously were enemies of the Communist regime and potential trouble makers.

May Weaken Industry

But now the flight from Red rule seems to have reached the point where its continuance will weaken East German industry. The refugees arriving in West Berlin and West Germany now include a big proportion of intellectuals and skilled workers. More than half of those who flee are under 25 years of age. Communist officials and members of the militarized Red police are scattered among the older ones.

Any determined Communist move to stop the flight would tend to increase the isolation of West Berlin.

Western officials fear that, for one thing, the Reds as part of an isolation campaign would impede railroad and highway communications between West Berlin and West Germany.

Communications Interference

They also would be expected to interfere with allied airplane communications along the authorized air lanes between Berlin and the western part of the country.

Anxiety of Germans in the western part of the former capital is increased because of fear that the United States might not be willing to hazard a crisis with Soviet Russia by defending them.

This is one of the repercussions, now being felt throughout Western Europe, of Russia's startling successes in the field of nuclear missiles.

It was because of the fear that Berlin might be sacrificed that Willy Brandt, lord mayor of West Berlin, urged in an interview recently that President Eisenhower make a sort of show-the-flag visit to the city when he attends the North Atlantic Treaty Organization conference in Paris next month.

There are reports that the East Germans may start an isolation campaign next week. Allied officials are watching the situation closely. That is about all they can do until the Reds act.

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 initial for publication is permissible. The Mail Tribune reserves the right to edit all letters with a view to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Like to Have 'Em, Hate to Pay for 'Em

To the Editor: Mr. Babson's dissertation on the evils of high taxation, which appeared in Friday's Mail Tribune, is a sobering warning. Careless use of public funds should never be condoned.

There are so many services, however, that only the government can perform adequately, that high taxes should not necessarily be considered evil. If we want to have the advantages of certain services, whether private or public, we can expect to pay for them. And there's the rub. We like the public services, but we hate to pay for them. We are like a family spending its wages on fine clothes and new cars but refusing to pay the grocery bill.

The Soviet government liquidates the people's savings bonds whenever it sees fit. Do we really want to preserve democracy at home and promote it abroad as we say we do? Do we want peace and a rising standard of living for all the world? These goals cannot be attained with a "business as usual" attitude. Unless we, as a free people, are willing to sacrifice of our substance voluntarily and in considerable amounts we cannot expect to compete successfully in this cold war.

We have heard talk recently about hoisting the debt limit because the nation is in danger. This is all very well, but why not arrange to pay as we go? We could, you know. We could, with careful planning, even liquidate some of the standing debt from year to year. The rich should be willing to pay more taxes, and the poor should also pay. What man is there among us who would not be willing to dig deep in his pockets to save his home?

E. Whealdon,
804 Cedar st.,
Medford, Ore.

On Going Calling

To the Editor: The short editorial on Nov. 22 by E. A. on the "pleasant old fashioned Calling custom" and its extinction in Medford has already stirred up interest seemingly. Some folks credit that editorial for recent happy hours in their home, because of the fact their callers commented on it, and asked their opinions.

To pronounce the custom defunct, must be erroneous because there is noticeable action, which no doubt will become accelerated, and, perhaps pronto. As it has been frequently said "good ideas are valuable, and should be shared." The editor's friend bringing up Medford's failing has proved that point, and thanks to the M.T. staff for passing it on.

Why should we be inhibited after all? Our free country says we can speak up. I've sent my opinion on the subject to my home town in North Dakota, hoping to disseminate an outstanding editorial. As a suggestion more in that category would be appreciated, I do believe.

Emma Lou Carpenter
811 Sherman St.
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