

MEDFORD 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

Jan. 19, 1948 (Monday): Reports by state fire marshal and the Oregon insurance rating bureau considered by city council...

20 YEARS AGO

Jan. 19, 1938 (Wednesday): For the first time in several years a man was arrested here yesterday for selling liquor to Indians.

30 YEARS AGO

Jan. 19, 1928 (Thursday): Plans completed for the opening of a dollar store by David and Harry Rosenberg, owners of the Bear Creek orchards.

40 YEARS AGO

Jan. 19, 1918 (Saturday): Jackson county has been named as one of the banner communities of the United States were draft quotas were filled up by voluntary enlistments.

What's Your I.Q.?

Nine or ten correct is superior; seven or eight is excellent; five or six is good.

1. Was Ferenc Nagy a former prime minister of Hungary, Poland or Latvia? 2. Bible: Was Jair a judge in the kingdom of Judah or Israel?

3. A scuppernon is a species of fish, grape or a wine? 4. Complete the proverb: "Eat, drink and be merry, for..."

5. Was Frank D. Roosevelt the tallest of all the U.S. presidents? 6. What is the correct pronunciation of the word corps?

7. What relation are the sons of first cousins to each other? 8. Name the composer of "My Old Kentucky Home."

9. Moles do, or do not, have eyes? 10. Did ancient Egyptians embalm, cremate, or bisect their dead?

Answers: 1. Hungary. 2. No. 3. Species of grape. 4. "Tomorrow we die." 5. No. (Abraham Lincoln was the tallest). 6. Kor. 7. Second cousins. 8. Stephen C. Foster. 9. They do. 10. Embalm.

"The M.T. Wins Again!"

A couple of weeks ago we boasted about the power of the "M.T." over the fog. For proof, we called attention to the fact that a few minutes after the paper, damning the fog, came off the press on a Sunday morning the fog lifted and the sun shone in a clear blue sky.

Of course it was all "good, clean fun"—it was CLEAN at any rate.

WELL, as this is written the fog is here again—and a bad one—but instead of again risking our reputation for our omnipotence as a fog-dispenser, in something the same spirit we are going to boast about our influence in the railroad field.

Over two years ago in this column, we urged a congressional investigation of the Interstate Commerce Commission.

That august body had again answered the plea of the US railroad combine to increase rates, by—as usual—increasing them.

Not the full increase requested, of course—they seldom do that—but presumably for the sake of appearances they dropped off a few cents per mile.

Then, and again about a year later, we suggested the time had come to determine whether the "I.C.C." represented the interests of the people or the interests of the railroads—particularly the big and powerful ones.

But as usual, in this paper's effort to secure railroad service to which the American public is entitled, nothing came of it.

Not then at least. But what have we today?

OUR own Governor—not the SP—"Bob" Holmes, has taken the bit in his teeth and reared on his hind legs to demand precisely what this paper demanded some 24 months ago. That could hardly be called a PROMPT reaction but as our record in this field goes, it surely indicates once more, that the power of the press is something to conjure with as represented by the persistent, if not always successful, "M.T."

BUT seriously, brethren, this is an issue extremely important to the state.

Whether the "I.C.C." is SOLELY to blame or not, the plain fact remains, that the eastern freight rates (which the Commission controls), today more than ever before, discriminate against the shippers of the coast, and particularly the lumber shippers of Oregon, and work a severe and unjust hardship upon them. As lumber is today, our major revenue-producer, this means dealing a hard blow to every business, and every business man, in the state, north, south, east or west.

IT IS to be hoped the Oregon delegation in Washington takes prompt action, and as soon as possible such a probe is held.

The sooner the question is decided whether the Interstate Commerce Commission represents the interests of people or the interests of the railroads, the better for Oregon and the better for the country at large.—R.W.R.

If Germany Can Do It Why Can't the U.S.A.?

Speaking of railroads—One of the marvels of the post-war period has been the phenomenal business recovery of Western Germany.

In no other section of the World War II area has the return of industrial growth and prosperity been more sensational.

And in this recovery, strange as it may seem, railroad transportation, freight AND passenger, has been a stand-out.

IN GERMANY, as in this country, railroad freight business, of course, has been the big money-maker. In recent years annual gross freight revenues have totalled a billion dollars; in passenger traffic approximately \$500,000,000—about half as much.

But unlike some of the American railroads (especially the Southern Pacific and its imitators) instead of discouraging passenger traffic, by discontinuing some lines, reducing service on others, and impairing the quality of passenger service on the system generally, the German railroads have not only constantly improved passenger service, but today are gearing it for a 25% increase in 1958.

WE ARE indebted to A. A. Lausmann of this city, for sending us a copy of the "German-American Trade News," (Suite 6900 Empire State Building, New York), which contains the above, and much more interesting and pertinent, railroad and general land transportation information.

Here is a country (or rather HALF of one) only slightly larger in area than the state of New York, now operating a railroad system that is the pride of all Europe. Only a few years ago it was a mass of war-torn rubble and ruins (not an important railroad bridge standing). Today on



"YOU'RE NOT SPOSED TO READ WHEN YA HAVE COMPANY!"

Today & Tomorrow

By Walter Lippmann

NOT GOOD ENOUGH

The President's program, as set forth in his message and in his budget, is not likely, it would appear, to win for him the kind of popular support which he will need in this Congress. For while his delivery of the message did much to quiet the apprehension about his health, the substance of his proposals will almost certainly produce a sense of disappointment and frustration.

The country was expecting and was ready for a large expanding national effort. What the President has proposed is a narrow concentration on specialized strategic weapons accompanied by a contraction in almost every other field of national activity. The program says, in effect, that if only we can catch up with the Russians in missiles, all will be well and we can retreat almost everywhere else along the line.

If experience is any guide, the President will find that the country cannot be rallied successfully to a program of this character. It expected a program of national revival. It is offered a program for contraction. The country will prove once more that a democracy can be rallied more successfully by a big and bold program—like, for example, the Marshall Plan—than by a small and timid program—like, for example, one which regards the United States as being too poor to build school houses or to develop new water resources in the arid lands of the West.

A SMALL and timid program provokes all the various interests that are hurt by it without interesting and rallying the great mass who will respond to a national call. There is every prospect, therefore, that in this Congress leadership will come not from the White House but from the senior Democrats, organized around Rayburn and Johnson. For the Republicans who must run this fall

the program is an invitation to disaster, and the President will have very little, if any, ardent Republican support. For the Democrats, the program is a political bonanza, enabling them to seize the initiative not only in the welfare measures, which are their old standbys, but also in the field of national defense.

This need not have happened if the President and his advisers had grasped the nature of the challenge, and had risen up to respond to it. Once it was certain, as it was, that there would be no opposition to getting more money for missiles, the crucial point was what this nation was going to do about education and research. For that is where we are most deeply challenged, and it is there primarily and fundamentally that we must demonstrate to ourselves, and to the world, our capacity to respond to the challenge.

In this perspective, the educational proposals are a pitifully inadequate response, and the abandonment of the school construction bill an inexcusable retreat from responsibility.

HOW the program was put together becomes clearer as we see it as a whole. The Sputnik has been treated as a challenge to our missile program which has to be met. The new money for missiles and the like has been covered by the President's accepting, as he never has before, the views of those in his inner councils who want to cut back and, in principle, would like to dismantle, the welfare measures which have come down from the New Deal.

No doubt, there is room for cutting back on some of the subsidies and grants in aid. But the basic conception of the program is, considering the time we live in, a curious one—that this nation, challenged as never before in its history, is to reduce and contract its national responsibility for the internal development and welfare of the nation. Copyright 1958, New York Herald Tribune Inc.

its "42,000 miles of rails it carries an average of 3,600,000 passengers DAILY."

AND how has war-ravaged Germany been able to do this? We quote from this Trade Journal: "By keeping up with current and ahead of future transportation requirements."

THAT may sound simple but it is precisely what the Southern Pacific and the "fat-cat" railroads who follow its defeatist policy, have never tried to do. They have tried—and are still trying to price the passenger traffic out of business.

Germany has done this by inaugurating greater speeds, more luxurious accommodations, improved modern service, even using freight trucks, both on rails and off, as an aid in increasing patronage, not as a ruthless competitor and deterrent of it.

IT IS true that most of the railroads in Germany are government-owned, but not all of them are.

And those that are not, are reported to be just as far ahead of the S.P. type of railroading, as the German "main-liners."

SO WE can think of certain "top-brass" railroad executives in this part of the country (and elsewhere) who might, with great profit to themselves AND their companies, take a few weeks off for a bit of careful researching on how Germany staged such a "come-back" in railroad transportation in both passenger and freight traffic, and according to all reports has the enterprise, courage and skills to maintain it.—R.W.R.

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 a view to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Gratefully Received!

To the Editor: Once again, I couldn't resist writing to tell you how wholeheartedly I agree with one of your editorials, after I saw a letter from a Central Point reader disagreeing with it. The editorial I refer to is the "Man From Mars" one, which I read with a great deal of interest and approval, and felt it was one of the most remarkably calm and sensible pieces of writing I had seen ever since the hysteria over Russia's satellites started.

In fact, I thought your editorial was so excellent that I sent a copy of it to my uncle in New York City who is a patent attorney there, since I happened to be writing that day, and I was really quite proud to be able to show him what a Medford paper had produced!

What you said is so simple that people are afraid to believe it could be true, but that is usually the way it is. The true facts often do elude us by their mere obviousness. I firmly believe with you that the Russians want peace just as much as we do, leaving religion out of it entirely as you did, it is so obviously everyone's self interest to have peace that I can't believe the Russians could be that blind to their own self interest.

But when you have approached it from purely the viewpoint of self interest, you find that you have ended up with what I sincerely believe is also the Christian viewpoint. That is what is so upsetting about letters like the one from the Central Point reader. When people try to justify killing and modern warfare on the grounds of what Christ would want us to do, it must add greatly to the heartbreak God already has to bear.

I also wanted to congratulate you on printing the statement of the Committee for a Sane Nuclear Policy. They surely do seem to have the right idea and the more publicity those kind of ideas can get, the better.

Mrs. Harold Ottosen, Route 1, Box 101M, Eagle Point, Ore.

Condemn Injustice

To the Editor: In November the Ashland Council of Church Women appointed a Committee on Social Relations whose purpose is to establish better understanding of human rights and to take action which will promote good will in inter-racial relationships in our community.

We are among those who deplore the offense and injustice that people of color have suffered in our town. We heartily endorse the laws of the State of Oregon which make mandatory fair employment practices, equal accessibility of Vocational Schooling, and equal accommodation of all people in place of public buildings.

Tom Caldwell, 408 Laurel st., Medford, Ore.

Matter of Fact By Stewart Alsop

CONFLICT OF LOYALTIES

Washington—The appointment of still another committee to consider yet again the reorganization of the Defense Department is, of course, a way of sweeping the whole problem temporarily under the rug. It certainly is not the "decisive central direction" in order to "end inter-service disputes" which the President promised in his state of the union message.

Even so, it may prove impossible to keep the problem under the rug. Sen. Stuart Symington, for example, is determined to make defense reorganization a major issue in this session. Events themselves, including the mounting evidence that the present system just is not working, may aid him. The issue is, moreover, which involves not only billions of dollars, but possible victory or defeat in war.

Yet it is not the sort of issue most people understand, or care very much about. It thus seems worth trying to examine the issue in simple, human terms—for it is essentially a human issue. Consider, then, the unhappy position in which the Chief of Staff of one of the services finds himself. In the nature of things, a Chief of Staff is subject to an insoluble conflict of loyalties.

AS a member of the joint chiefs of staff, he attends the weekly JCS meeting as one of the three voting members. The Joint Chiefs are collectively assigned to "advise the President" on the

entertainment, lodging, and eating. We address this letter to our city government as well as to all citizens in the belief that there are people of good will in Ashland who condemn illegal and unjust acts against anyone because of color, and urge that they help promote racial justice.

Dorothy Flocner, Secretary, Committee on Social Relations, Ashland Council of Church Women, 167 Harrison st., Ashland, Ore.

Capitalism On Way Out?

To the Editor: Life is an ever existent form and that form is a circle without beginning or end, and confined within that circle are all the natural elements which, through their relativity and collectivity, have created this ever expanding Universe we live in. A circle is the form of all forms of life as shown by the circle, zero and the cell which are materialistic conceptions constituting the whole of life whose activation is inherent in its curvative nature, its cycles of adjustment and change, its zero which is the basis of mathematics and the cell a constituent in the chemistry of nature.

To prove that life is purely Mechanical, Mathematical and Materialistic is best illustrated by the four dimensions of the circle form, namely Length, Width, Breadth and Time with its numerical formula outlining mathematics as a factor in measurement, an instrument of balance and a directive in the process of growth and advancement. The most apparent motive in the works of nature is its industrial content, its nutritional requirements and its economic determinism now involved in this troubled world.

The necessity for a peaceful solution is in the realization that like the Tribal and Feudal economic systems, the Capitalist system, having finished its cycle, is now on its way out, and all expenditures are required for economic universal survival. Nature is a process of elimination and absorption of all political subdivisions that stand in the way of its collectivized whole, and every move to the contrary only leads to defeat.

This is a causative factor with collectivized effect and identity of interests, a common ground necessitating peaceful pursuits made possible by the collectivized mandates of the future.

Capitalism, having accepted collectivized mass machine production as the most efficient method, leaves inviolate its natural industrial productive foundation and leaves to posterity the problem of balance obtainable only by universal collectivized consumption.

Tom Caldwell, 408 Laurel st., Medford, Ore.

POTLUCK

(By M-T Staff and Contributors)

"Why," we overheard a man remark plaintively the other day, "why is it that the fog's so white, but rubs off the car so black?"

The other day when telephoning a friend who also works in an office with a switchboard, we were told by his switchboard operator that he was talking on another line, and would we wait? We would, and we did.

Apparently it was a rather long telephone call our friend was making for we waited quite a while, and as we did so we went to wondering if he had placed a call to us about the time we called him, was told we were busy on the phone, and would he wait? The horrid picture arose of two men each waiting for the other to get through with a conversation.

That wasn't what happened, fortunately but we'll bet it HAS happened.

Some philosopher or another once remarked that the way to get rid of a problem is to take it to the woodpile with you and split some kindling. A friend of ours tried it the other day, he says, and it worked. He not only lost his problem, but almost a finger at the same time.

Girls in the Pep club at Medford High school really get wrapped up in their work when leading cheers during basketball games, one of our photographers reports.

Recently he attended a game to get some action shots, and, with this assignment completed, decided to try to get some shots of the girl cheer leaders at work. He squeezed in to the girls' rooting section and sat down, camera at the ready, and snapped a few pictures of the girls in front.

They didn't even see him, he said.

A gift of towels is always a safe and handy

ey and missiles, but for such things as anti-missile missiles, reconnaissance satellites, and manned space platforms.

Under the present insane system, moreover, there simply is no way to achieve real, national-minded strategic planning. The chairman of the Chiefs has no vote, and is thus hardly more than a referee of the endless service hassles. The service secretaries inevitably tend to become more royalist than the king. The Secretary of Defense has severely limited powers, and he cannot know where all the bodies are buried. Congress cannot possibly perform the function of strategic planning. And the President has other things on his mind.

The results of the system are plain for all to see. The JCS has failed to do its strategic planning job in any rational way—indeed, there does not even exist today a firmly agreed national war plan. Those best able to judge are convinced that, if a major war broke out tomorrow, the result would be chaos, with each service fighting its own private war.

MOREOVER, the country simply is not receiving a fair return on its investment in either military manpower or money, and it cannot possibly receive a fair return under the present system. Almost everybody who has examined the problem objectively—from former Army Chief of Staff D. D. Eisenhower on—has agreed that something must be done, and all sorts of solutions have been offered.

But the basic elements of a solution are obvious. The Joint Chiefs must be absolutely divorced from their services, and there can be no question of any Chief returning to his service. The chairman of the Chiefs must be given real power, subject to the review of the President and the Secretary of Defense, and the Defense Secretary's power must also be increased and clearly defined.

In short, the power of decision belongs, not in a polite bear pit or mutual backscratching society, but in a chain command totally divorced from selfish service interests, and exclusively devoted instead to national defense interests. This would seem so obvious as to be hardly worth arguing about. Yet the vested interests in the present system are enormously powerful, which is of course why the whole problem has once again been shoved under the rug.

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thing to give newlyweds. Maybe even too handy, according to a recent bridegroom we know, who tells us he and his bride received about a half-dozen towel sets for wedding gifts and a couple more at Christmas. About a week ago they received another bejeweled gift. Yep, towels.

Medford has several traffic lights which are mostly automatic, but which also are equipped with buttons so that pedestrians wishing to cross the street can push them, obtain a red light, and walk safely.

At one such the other day at the 5 p.m. rush hour we observed a small boy. He sauntered down the street, stood watching traffic for a while, waited until there were a number of oncoming cars, pushed the button, watched as they all came to a halt, grinned, and continued his stroll down the street.

In one county office there is a collection of shoes, other items of clothing, some cooking utensils, and a sharp-pronged pitchfork, all leftovers from the "lost and found" booth at last fall's county fair. Most of them just lie there, but we're told that workers in the office have threatened to use the pitchfork for ejecting unwanted visitors.

A man we know, manager of an irrigation district, takes periodic trips to the mountain lakes to check on the snow and its water content. Occasionally, when the trip is rough, he'll spend the night at a cabin maintained by the district, coming home the next day.

Not long ago he took his son and a couple of his son's friends along for the trip, and when the work was done the boys wanted to do some skiing, and were allowed an hour. When they were through they were sopping wet, so our man decided it would be best to stay overnight.

They had a fine evening, a good fire, plenty to eat, and bedded down, warm and comfortable, like sensible males.

But they reckoned without the wife and mother of the family, who, back in civilization, got to worrying about the boys, and called another official of the district to go up and see if everything was all right.

So, at about midnight, the slumbering boys and man were routed out of bed and brought back to town, arriving about 3:30 a.m.

We are informed the mother slept soundly the rest of the night.

One of life's minor irritations in the newsroom comes at the time the paper comes off the press, and everyone is scanning it to read the news in other departments, and make sure there are no really bad boners. Almost inevitably, at this point, some one wanders in and comments, "What a life! I wish all I had to do all day was sit around and read newspapers!"

The Oregonian recently concluded that cowboys don't roll their own cigarettes any more, that they buy "tailor-mades" instead.

Up in Moro, the editor of the Sherman County Journal remarks that, if this is so, it's odd that one can still buy Bull Durham at practically any cigarette counter. "And," he adds, "it isn't used to season fried potatoes."

After commenting on how handy the little sack of "Bull" is, he adds:

"If there be readers concerned with the economics of the matter, it may be said that a five cent sack of Bull Durham will make about 30 cigarettes, equal in size and potency to 40 cents worth of ready-mades. Maybe this is an old-fashioned consideration."

However that may be, one of the most dedicated Bull Durham smokers we know hardly classifies as a cowboy. He's Don McNeil, manager of the chamber of commerce, who started rolling his own more than six months ago and has stuck faithfully to it. He's gotten to be something of an expert at cigarette manufacture, and he even claims he likes the darn things.

A woman dropped into Woolworth's the other day to buy a couple of odds and ends, and wound up purchasing a cosmetic preparation and some thumb-tacks. She went over to the check-out clerk and handed her the cosmetic. The clerk said, "That will be 98 cents, plus the tax." "Oh yes," said the woman, "here they are." And handed the clerk the tacks.