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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. 29, 1948 (Thursday). State Rep. Frank J. Van Dyke, Medford attorney, a strong candidate for speaker of the house, files his declaration of candidacy for reelection on the Republican ticket.

Entries being received for the Old Time Fiddlers contest, a feature of the Disabled American Veterans carnival in the army Saturday.

20 YEARS AGO. Jan. 29, 1938 (Friday). Southern Oregon picnickers who visit Medford's Prescott Park on their next summer will find many improvements as a result of the work now being carried on by the CCC men of Company #68.

From Arthur Perry's Ye Smudge Pot column: "A spanking new car was spanked by a phone pole last evening."

30 YEARS AGO. Jan. 29, 1928 (Sunday). The annual Lincoln day banquet at Hotel Medford on Feb. 13 will be the occasion for a get together of the University of Oregon alumni.

From local and personal column: "The county unit, following considerable work along this line last week, will continue to immunize children of school age against diphtheria this week."

40 YEARS AGO. Jan. 29, 1918 (Tuesday). Mark N. Tisdale, local banker, and James W. Marvin, a well-known local capitalist, are learning to knit sweaters, and expect soon to be able to reel 'em off for the boys at the front.

All German aliens of Medford above 14 years old should get their photos taken for registration, according to the chief of police.

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

1. Do all of the planets revolve around the sun in the same direction? 2. Bible: The English Bible used by Roman Catholics is known as the "D. . ." Bible? 3. Name the capital of the Bahamas.

4. What is the English translation of the word "Sverige"? 5. Proverb: "The pen is . . . than the sword?" 6. Name the headpiece worn by horses in their stalls.

7. Can a person touch a red hot iron and not be burned? 8. Estonia, Latvia and Lithuania are constituent "republics" in what federation? 9. The aboriginal American Indian custom was to bury chiefs in a standing, sitting, or prone posture?

Answers: 1. Yes. 2. Douay. 3. Nassau. 4. Sweden. 5. The pen is mightier than the sword. 6. Halter. 7. Yes. But only for a moment, with a wet finger. 8. Union of Socialist Soviet Republics. 9. Sitting posture.

NATURALLY! Washington—Brig. Gen. Homer A. Boushey of the Air Force says Dr. Edward Teller, "father" of the H-bomb, was asked recently what he expected would be found on the moon.

"Russians," Teller replied.

"Dimes" Still Needed

Over the years, the March of Dimes received as much popular support and enthusiasm as any fund-raising effort—and very likely more.

This has resulted from two things:

- 1. It has attracted top-flight young men and women in both executive and subsidiary positions in the fund-raising effort, and, 2. The nature of the illness to be fought is dramatic, highly publicized, and greatly feared.

IT WAS these things which brought in the funds which paid for the research which developed the Salk vaccine, which, in turn, if widely enough used, gives promise of wiping out polio. Already it has reduced the incidence drastically.

Last year, for instance, only two confirmed cases of polio were reported in the county, both of them people from outside the county. This compares to more than a dozen during the worst year some time ago.

This reduction is proof that the difficult—the "near impossible"—can be done if sufficient support is given.

WHAT, then, is the excuse for continuing the March of Dimes?

In answering that, it is necessary to realize that half of the money raised is retained on the local level for treatment of patients, not only when they first contract the illness, but also for continuing treatment, for rehabilitation, for braces, wheelchairs, crutches, and so on, to enable them to continue worthwhile lives as productive citizens.

This need must still be met, and will be necessary as long as this one-time victims of polio are still around. This will be a long time.

In our view, then, the need for contributions to the March of Dimes, while perhaps not as urgent as it was a few years ago, is still an imperative one.

THIS feeling pervades the March of Dimes organization, which this year is working with undiminished energy to raise the money needed to carry on the patient-care program, as well as continuing research, which is still seeking for better, surer and more efficient means of combating the disease, and which has branched out into other phases of virology, for the ultimate benefit of mankind.

The drive for funds this year, perhaps understandably, is lagging in comparison to those in prior years.

Funds raised by the "special events" which have long been enthusiastically conducted to aid the drive, have so far brought in about half as much as they did in previous years.

THIS has not diminished the enthusiastic work of some of the young people, particularly, who have entered into the "Teens Against Polio" campaign and others with exuberance.

(So much exuberance, incidentally, that it may have led them to errors in judgment, such as the "roadblocks" set up recently. In this, the drive loses its purely voluntary character and takes on an element of coercion, which, if not checked, could damage the drive and its acceptance in the future.)

But the shoe-shine projects, the wheel-barrow races, the car-washing, the dances, the Christmas tree collection and burning—all these add spice and interest to the drive, and are to be commended.

It is to be hoped that the drive will pick up sharply this week, to the end that the polio foundation's needs can be met.—E.A.

Stupidents

The other day I relayed a question of the traffic safety division of the state department of motor vehicles, which wanted a new name for a traffic accident.

The division claimed that "accident" is a misnomer, for most such incidents are caused by faulty driving.

We've received three suggestions, all from Mr. and Mrs. K. J. Knutson, of 615 North Columbus ave., in this city.

They suggest "whatent," "carelessent," and "stupident."

Any others?—E.A.

Puppies

"Will you please write an editorial about Christmas puppies? The fact is that they are not toys, but require much the same care as human babies, especially in the cold damp weather. They are susceptible to colds which could become pneumonia, or if undernourished could easily be distemper victims. Sure, they are lots of trouble, but if given half a chance, will repay you many times over in love, loyalty and protection."

The above note, written shortly after Christmas, somehow became mislaid in the mountain of papers on the editorial desk.

But its message is just as valid now as it was when written—maybe more so, now that the novelty of newness has worn off the Christmas pets.—E.A.



"JOEY CALLS WATER 'WA-WA'. BOY, AIN'T THAT SOME WAY TO TALK?"

Matter of Fact

By Stewart Alsop

questionably cut new weapons research to ribbons. . . . BUT there is another fact which is also very much on the record. Johnson's disastrous budgets were devised with the advice and consultation of the then Gen. Eisenhower. To protect himself, Johnson used to speak ostentatiously of his first two budgets as "Ike One," and "Ike Two."

As for the more recent past, the testimony before the Johnson Committee provides the Democrats with a veritable rock-quarry, if throwing of stones on the defense issue starts in earnest. Take, for example, the executive session testimony of Allen Dulles, chief of the Central Intelligence Agency, a brother of Secretary of State John Foster Dulles, and an impeccable Republican.

Dulles' testimony was both honest and accurate, and for that very reason it added copiously to the Democrats' rockpile. For Dulles testified, in effect, that the Eisenhower administration in the pre-Sputnik era paid little or no attention to his hard intelligence of Soviet missile progress. The President and his advisers, in short, simply refused to listen to what they did not want to hear.

THE Republicans, of course, have a rockpile too, to use against the glass house of the Democrats. Not only ex-President Truman, but titular party leader Adlai Stevenson and Senate Leader Lyndon Johnson are vulnerable on the defense issue.

Stevenson in 1956 bought the "no mileage in defense" idea, which may have been the better part of certain valour, but which certainly did not contribute to any elevating "democratic dialogue." As for Johnson, his voting record on defense has been good. But he is obviously open to the charge that he only summoned his Preparedness Subcommittee to make a serious inquiry into preparedness after the issue had been dramatized by the Sputniks.

Altogether, with one or two exceptions, it is hard to see how anyone is going to make any political hay out of a name-calling, rock-throwing contest on the defense issue.

Perhaps for that very reason, that sort of contest will be avoided, as both President Eisenhower and Senate Leader Johnson devoutly wish. Obviously defense will be an issue, and ought to be an issue, since it is the hardest problem the country faces. But the kind of sleazy rewriting of history which politicians like Sherman Adams and Democratic Chairman Paul Butler are beginning to produce can only do both parties—and the country—the maximum of harm.

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Try and Stop Me

By BENNETT CERF

SOME AMATEUR hunters were out to bag their first wild elephant. "How," they asked the native guide, "will we know when the elephant is within range?" "Don't shoot," advised the guide, "till you detect a faint odor of peanuts on its breath."

An insurance salesman who had a run of miserable luck finally persuaded a secretary to summon her boss to the phone. "I don't suppose you're in the market for more life insurance?" began the salesman. "Why, yes," replied the prospect. "How large a policy would you suggest?" "Exc-c-use me, sir," stammered the salesman. "I must h-ave the w-w-rong number!"

"My angel," cooed a young man, "when I recall that tomorrow is your birthday, and that one year ago we had not yet met—" "Never mind all that," interrupted his loved one. "Don't let's talk about our past. Let's talk about my present."

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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 an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

"Burns Her Up"

To the Editor: It just burns me up to hear those guys on TV, Channel 5, say "Write 'em and invite 'em to Oregon." If I were to write any of my friends an invitation I surely would want them to spend the time with me, not in a hotel or motel, and if there was any employment here they wouldn't have to beg people to come here.

But I'm sure if all of us people were to invite people, we would all be standing in the soup-line soon, for there's nothing to work at. If there were jobs for us all, we could do something like that, but not now. The mills are all down mostly, and how could we feed extra people on what little we all get? The packing houses only use a few people and get by without paying overtime. It's all straight time. The cannery pays overtime so why can't the packing plant pay too? I have worked at both places and I know.

There should be some furniture factories or garment plants here so we all could work. We would love to have our friends come here. B. P. (Name on file) Medford.

Traffic Hazard

To the Editor: Understand there will be a state traffic representative in Medford soon, and hope he will not overlook the worst traffic condition in the state of Oregon, referring to the intersection of route 62 and 99 for south bound traffic on both routes.

Cars going south on 62 do not have any protection whatever if the driver wishes to get into the right hand lane on 99 to turn right onto McAndrews or any other street. There have been many accidents at this intersection and it seems that there has never been any action taken to correct this condition.

If the traffic department wishes to help safe driving they will investigate this condition and install two traffic lights and help prevent more accidents at this place.

Another thing that is needed in Medford is a good live A.A.A. club that would check up on such conditions and bring them to the attention of the proper authorities. Then these conditions would be taken care of. Melvin F. Allen, Trail, Ore.

U.S. Eyes Campaign Against Persistent UN Use of Veto

By CHARLES M. McCANN

United Press Correspondent

The United States is developing a new campaign against Russia's persistent use of its veto power in the United Nations.

President Eisenhower, in his letter of Jan. 12 to Soviet Premier Niko- lai S. Khrushchev, pointed out that Russia had resorted to the veto 82 times to block UN Security council action.

"I propose that we should make it the policy of our two governments, at least, not to use veto power to prevent the Security council from proposing methods for the peaceful settlement of disputes," the president said.

Henry Cabot Lodge, United States chief delegate, followed this up in the UN "interim committee," which operates when the General Assembly is not in session, that the veto power be dropped on questions relating to the peaceful settlement of disputes and on votes taken to decide whether an issue in the Security council is to be regarded as a question of procedure or of substance.

In the Security council, a question of procedure concerns the technical manner in which a dispute shall be handled—say, referred to a committee for consideration. Substance concerns the issue itself and the question of specific council action on it.

Five power have veto right in the council—the United States, Great Britain, France, China and Russia.

They are permanent members of the council. The six other seats rotate among the rest of the UN members.

Technically, the veto power is restricted to matters of substance—that is, to real action by the council—and does not apply in matters of procedure.

Russia has managed to get around this restriction by first denying that a question is one of procedure, and then vetoing action when the substantive stage is reached.

Lodge, in his proposal Friday, moved largely to get the veto question formally before the UN.

Russia boycotts all meetings of the interim committee, holding that the UN charter does not authorize it.

But the question of restricting use of the veto is arising with increasing frequency. A

lot of smaller countries in the 82-member UN dislike the idea that any one country shall be able to block action.

Amendment Necessary One obstacle to a legal restriction of the veto power is that an amendment of the charter would be necessary. Passage of the amendment undoubtedly would cause Russia to withdraw completely from the UN.

That would cause no pain to a lot of people. But what the United States is trying to do is to put pressure on Russia to agree to some restriction.

There is also another difficulty concerning legal restriction. The United States never has used its veto power. It has

not needed to. But had it not been given the veto right in the charter, it is certain that the Senate would have refused to approve American entry to the UN.

That is what happened when the old League of Nations was organized after World War I. The League covenant, corresponding to the UN charter, bound members to defend each other against aggression. President Woodrow Wilson refused to accept reservations demanded by Senate Republicans.

Hence the Senate refused by six votes to give the necessary two-thirds vote of approval. It broke Wilson and, with the U.S. a non-member, it eventually broke the league.

Railroads in Real Trouble, But Little Relief in Prospect

By LYLE C. WILSON

United Press Correspondent

Washington—Those numerous individuals who would like to substitute for the American way of life a father-knows-best system of state socialism should find considerable comfort in the plight of the nation's railroads.

The railroads are in trouble. The trouble is so serious and deeply imbedded in the industry as to give the situation the color of a national calamity.

Railroad troubles are as bad and probably as dangerous as are the trouble afflicting American farmers. They are as urgent and just about as closely related to national defense as are the troubles the United States is having with its satellite-launching rockets.

If railway managers were as numerous as farmers, there would be here in Congress a powerhouse railroad bloc capable of and determined to divert great chunks of the taxpayers' money to the relief of the carriers. The comparison is a good one because what afflicts the railroads is just about what afflicts the American farmer—high costs and low income.

Had Little Hope Twenty-four presidents of United States railroads recently were in Washington to attract Congressional attention to the industry's distress signals. They came without much hope and probably left with less.

The railroads are stuck with a popular conception that goes back toward and beyond the turn of the century—that the roads are a filthy-rich monopoly and hogsh for profit, to boot. The airplane, buses, trucks and privately-owned automobiles

have vastly changed the transportation industry in 50 years. Today's railroads are about as monopolistic as deep ditch apple pie.

Railroad presidents who assembled here to testify before a Senate interstate commerce subcommittee complained, that nonetheless, their carriers are taxed, regulated and bedeviled like true monopolies. They complained, especially, that whereas the railroads must provide their own facilities, such as stations and rights of way, and must pay taxes for the privilege of doing so, their chief competitors do not.

Advantages Outlined Buses and trucks, they argued, use the public highways, comparatively tax-free. Airplanes take off and land on airports usually publicly provided and owned and, between stops, are guided by publicly installed light beacons. Barge lines on the national waterways enjoy similar advantages.

Ahead of the industry the railroad presidents foresaw either new federal regulatory and new general tax policies or bankruptcy and, ultimately, resort to the socialistic device of government ownership and operation.

James M. Symes, president of the Pennsylvania Railroad, was one of the subcommittee witnesses. He said:

"In short, an essential industry and source of employment that should be advancing with the economy and the defense set-up is drifting backwards. It cannot drift much further backwards without much going around on the socialistic mudflats of government ownership."

The railroads are getting little attention and less sympathy for their problem although it seems to be as basic to the national welfare as the problem of the American farmers or the problem of outer space.

Editorial Comment

HAVE THE PUBLIC ANY RIGHTS?

Last November, commenting on developments in the Portland Traction company's interurban hassle, The Journal said the main question is whether a company subject to the public utility commission can do as it pleases.

By its unannounced halting of all passenger service the traction company apparently is out to prove that it can.

The issue here is not whether railings of the public utilities commissioner to date are right or wrong. These can and are being tested in the courts.

The issue is the simple and basic one of whether the public, which is represented by the commissioner, has any rights at all. In view of the long history of public utility regulation, this question might seem academic. Actions of the Portland Traction company, have taken it out of that category. And we ought

to find out immediately whether our public utility laws mean what we have assumed they mean or are so much verbiage.

The attitude of the company apparently is that public utility laws are wonderful so long as they protect a monopoly on a very lucrative freight service but are a mere nuisance when they allow ruling contrary to wishes of the company.

Howard Morgan, public utilities commissioner, has complained in the past that our laws are less than adequate. Now the question seems to be whether we have any law at all.

Perhaps the time has come for a thorough reexamination of our public utility code. Certainly the high-handed action of the traction company suggests the public does not have the protection to which it is entitled.—Oregon Journal.

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The Village DAIRY-SMITH at Genesee. Ice Cream is a health food . . . We are in the ice cream business for our health.