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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
April 16, 1948 (Friday)
A Rogue River Roundup queen contest dance will be held at the IOOF hall at Gold Hill Saturday, April 17.

20 YEARS AGO
April 16, 1938 (Friday)
Three Jacksonville youths, all about 17 years of age, were held Wednesday for questioning in connection with the robbery of the Jacksonville pioneer museum.

30 YEARS AGO
April 16, 1928 (Monday)
The one mill tax measure scheduled for the primaries May 18 would make available \$33,000 for completion of the fair ground buildings, according to O. Frohbach.

40 YEARS AGO
April 16, 1918 (Tuesday)
Contributions totalling \$50,000 are yet needed in order to release the banks from having guaranteed that amount for Medford's quota, according to Liberty Loan campaign chairman C. M. Kidd.

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

- 1. Does the Hudson river empty into Hudson bay?
 - 2. Bible: Did St. Paul go to Jerusalem on his first, second or third journey?
 - 3. A naturalized citizen is barred from holding office as secretary of state; true or false?
 - 4. Name the artist who painted the famed "Mona Lisa"?
 - 5. What does leeward mean?
 - 6. Name the two liquid minerals.
 - 7. Four states have the word "New" as part of their name; name the four.
 - 8. On what island did Napoleon Bonaparte die?
 - 9. Most genuine Panama hats are manufactured in Panama; true or false?
 - 10. For what sport were Marquis of Queensbury rules devised?
- Answers: 1. No. 2. Second. 3. False. 4. Leonardo da Vinci. 5. The side opposite the direction of the wind. 6. Mercury and water. 7. New Hampshire, Jersey, Mexico and York. 8. St. Helena. 9. False (Ecuador). 10. Boxing.

Lesson in Automobiles?

The auto industry is going through some rough times right now, rather more so than the rest of the economy generally.

Some economists even go so far as to say that the slump in automobile buying, and thus production, is a major factor in the much-publicized recession throughout the nation.

People just aren't buying as many cars as they did a year or two ago. And the reason is not entirely lack of money, for savings are at a high point—which is another curious fact about the recession.

THERE must be many reasons why cars are not selling as rapidly as they have.

And on examination, it would seem logical to believe that while one reason may be sufficient for one man, and another for another, in most cases it is a combination of reasons.

For instance, E. B. White, the noted essayist, recently wrote in The New Yorker magazine of his difficulties in finding a new car which in any significant way was superior to his 1949 De Soto. He found none. All he saw failed to match the older car in terms of comfort, driving ease, dependability. They were too low, the seat was too close to the floor, they were too chrome-be-spangled, they were too long for the garage.

MR. WHITE also objected to their overall similarity. One car looks much like another, these days, he said, except for a few minor dissimilarities in trim and decoration.

There is no "American car buyer," Mr. White complains. There are millions of them, and they are beginning to resent being forced into purchasing a car which looks like a twin of every other new car on the road.

There are straws in the wind—a bale of them—which tend to corroborate his thesis.

Have you noticed how many station wagons are on the roads these days — cars built with space and utility in mind? And the phenomenon of the "little foreign car" is a phenomenon no longer. Volkswagens, Renaults, Volkos, MGs, DKWs, and a half-dozen others are now taking their owners economically where they want to go.

Sales of the little Metropolitan, built by American Motors, have climbed sharply, as have sales of its bigger brother, the Rambler.

BUT at the same time, sales of larger cars — particularly in the "middle" price bracket — have slumped dangerously, and even the "low priced three" are moving slowly.

Why is this? Is it a sort of "revolt" of car buyers, who with E. B. White are holding out for more utilitarian vehicles? Is it because the automobile is no longer the "symbol of status" that it once was, being replaced by homes or other possessions, as some observers claim? Is it because people want cars that more exactly suit their own desires and personalities, and are not finding them in the mass-offerings of Detroit?

THESE all may be factors in the automobile slump. And the manufacturers themselves may be heeding them.

The current issue of Time magazine reports that General Motors is going to tone down the flashy appearance of some of its cars. One survey showed that 50 per cent of motorists want less chrome on their cars—so less chrome it will be. A GM spokesman was quoted as saying they are deleting it as fast as they can.

And "almost all future cars being shown by GM are in one color," rather than the multi-color rainbows we have become used to.

THERE is one additional factor to be considered, and that is the automobile dealers themselves.

Some of them have failed, because they never recovered from the easy days just after World War II when the pent-up demand for new automobiles was so great that anyone who could get a franchise and a few cars could sell them simply by having them available.

This is no longer so. It is a buyer's market today, and customers tend to resent some of the practices which have built up in the car business, such things as "price packing," where a sum is added to the list price, unknown to the buyer, and then the dealer can offer "exceptional trade-ins," or big "discounts," without revealing that his original price was inflated.

SOME automobile dealerships, which give honest value for money received, and which go out after customers in the time-honored way of the successful salesman, are making money.

Old fashioned hustle, adequate advertising budgets, courtesy and consideration for the customer, the "hard sell" — all these have proven fruitful. People still can, and will, buy if they are approached properly.

But there is a limit to what salesmanship can do, particularly if too many Americans decided that what is now being offered by the big manufacturers is not what they want at a price they can pay.

Perhaps the old days, when cars came in all shapes, sizes and models, at a variety of prices, and when America first started to become a nation on wheels, has a lesson to offer to the American automobile manufacturer.

In the meantime, E. B. White continues to drive his 1949 De Soto, and economical foreign cars continue to sell like hot-cakes.—E.A.

Dennis the Menace



"HOW DO YOU KNOW HE GOES TO WORK? I'LL BET HE GOES SOMEPLACE AND PLAYS GOLF!"

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. The letters printed in this column do not necessarily represent the views of the paper; in fact the contrary is often the case.

Libraries Services

To the Editor: There has been so much written in the papers of late, concerning the Medford Public Library and the county libraries, I feel I must say a few words on behalf of the library and Miss Helen Webster. I have served as librarian at Gold Hill for the past 15 years, so I have been at the library since Miss Webster joined the staff at Medford as head librarian. To put it mildly, I have been doing a slow boil at all that has been said.

The service at our library has been all that could be asked for. We have had a shipment of books every month, when service was available, also all request orders have been promptly filled. When books were donated, we have asked the donors of these books if they object to turning them over to the library, and we have received book for book in return. At no time have we received torn or dirty books, at least half of our monthly shipments are of the late, popular books.

Miss Webster has always been courteous, and cooperative, helping us to build up our supply of books, also has helped to get a raise in pay for all county librarians. I can't understand why there would be one set of rules for some libraries and not for others; but I do know we at Gold Hill are well pleased, and have no complaints. It is true our magazine subscriptions were cut down, as at all branch libraries, but we have received more books because of it, and people usually have their own subscriptions, so that could hardly be called a hardship.

As a branch librarian, I appreciate all the help Miss Webster has given me, and sincerely hope the discontent of one or two librarians will not affect the rest of us in the county.

Sea Parrots

To the Editor: California Coast vacationists this month may sometimes find a sea parrot. Plumage entangled in oil from a passing tanker, it had become helpless, had starved to death. This sea parrot, a puffin, is quickly identified by the peculiar parrot-shaped bill. Its plumage is a sooty black. This makes all the more conspicuous the red bill.

When the writer was among Alaska's Tlingits, Indian mothers used sea parrot bills to make baby rattles. At the end of a handle, a star of crossed sticks was fixed. To these sea parrot mandibles. The fat little papposes seemed to get as much fun from shaking their sea-parrot-bill rattles as would a Caucasian with one "made in Japan."

Before the baby puffin is able to fly, it depends upon its parents for its sea food. Dad, mother are remarkably skillful in fishing. Each can carry back to the nest as many as six fish at one time. These, being from a school, usually are all of the same size and kind.

One ornithologist concludes the hard ridges in the roof of the puffin's mouth serve as wedges. These, he says are evolved to hold the caught fish. No matter how it is done, it saves time and energy for this solemn bird with the giddy face.

C. M. Goethe
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Sacramento 14, Calif.

Thanks From the Heart

To the Editor: Another Heart Fund campaign has come and gone, and once again the residents of Jackson County have demonstrated their generosity by surpassing their previous contributions. Knowing that we could not have achieved these results without such help as yours, we, who have been active in the Heart Fund effort, want to acknowledge our indebtedness to Medford Mail Tribune for your vital assistance in bringing the Heart Fund message to your readers and lending your most valued support to the Heart cause.

We also want to congratulate you on the wholehearted and thoughtful manner in which you rendered this important public service. We extend to you the sincerest thanks of the association's officers, members and volunteers. We especially thank Herb and Jim Grey, Earl Adams and Olive Starcher for their help.

While February has come to be recognized as Heart month during the past nine years of Heart Fund campaigns, the Oregon Heart Association functions throughout the year. We hope that we shall continue to merit your confidence and your support in bringing information about the heart, and about the fight against its diseases, to the residents of our county in the months to come.

Liberties and Chains

To the Editor: We are all thankful for the privilege in the communications column for expressing the thoughts that strike us at times as being reasonable, readable, and logical.

Just now we are thinking of two very contrasting rights humans have, liberties or chains. We are created free moral agents, no one questions that. We value our liberties and repeat with our early statesman those golden words, "Give me liberty or give me death." To that we say a hearty amen, and resist anything that would strain or wrest liberty from us.

We are happy to call this a God given privilege, but no God given privilege holds in it a lawful right to disobey God. Therefore to break His commands is not in order. Liberty misused gets us in chains.

We reason rather loosely that men have a right to do what they will, and according to that we say that a person deceived by a glowing ad may buy himself or herself a bottle of "85 proof" that leaves you breathless." drink it within a quarter of a mile from town (as we saw illustrated a day or so ago) one-fourth mile just east of Jacksonville, the neck of a fifth protruding from the sack in which it came, almost on the roadbed, with cork and contents (extracted) and drive on. Liberty? Yes, to drink and drive, and do as a man did to myself and wife yesterday on a curve. Had I not overhugged my side we would have been sideswiped or worse. "Give me liberty or give me death," but don't give me liberty and death too.

Or we say that if he or she wants to break God's commandments and labor, buy or sell on the Lord's day, he or she "has a right to do so."

Or if he or she wants to chain smoke, induce lung cancer, shorten life, frankly admit that any and all such would give their eyeteeth to shake the habit, "he or she has a right to do so."

But what, we ask, about the chains, and the chain reactions of wrong examples and wrong influences on the plastic rising generation, and on the older generation? Are we giving them liberty or is it death?

"Give me liberty or give me death," but don't give me both in near proximity.
H. R. Bulman,
Route 1, Box 316A
Medford

In the Day's News

By FRANK JENKINS

Ex-President Harry S. Truman is basking in the warm and pleasant glow of the news spotlight as this is written. He spent several hours Sunday strolling around the White House area of Washington, posing for the photographers, kidding the newsmen and waving and smiling at passers-by who recognized him.

He was the lead-off witness before the house banking committee in the first of its current series of hearings on ways to alleviate unemployment and give the recession the bum's rush.

He is obviously having himself a wonderful time.

HOW would he banish the recession and give everybody wonderful jobs with lots and lots of overtime? As he puts it, it is all quite simple. Just SPEND MORE and TAX LESS. In that way, he said, more money would be left in the pockets of the people and the spending of this money would bring prosperity with a capital P.

Specifically, he urged the congress to cut five billion dollars off the tax bill and launch big defense and public works spending programs.

THAT, he indicated, is how he would do it if he were President again.

Well— Thank fortune— He isn't President again. A program of the sort he proposes would mean another period of soaring inflation— with wages going up one day and prices going up the next and prices keeping always a couple of jumps ahead of wages.

And— All the while— The national debt going up like a rocket headed for the moon. That's the way France has been doing it for 10 of these many years, and France, the experts all appear to agree, is finally headed for national bankruptcy. Barring, of course a miraculous rabbit pulled out of a miraculous hat.

FORMER President Truman is a politician. I'm sure we all concede that he is a CHARMING politician. We will grant that he is a patriotic citizen and that he means well. And we will all confess to a strong personal liking for him.

But his proposal to sweep the recession under the rug by the simple process of cutting down taxes and beefing up government spending (with printing press money) is clearly a political proposal, designed to gather in the votes of the thoughtless in a campaign year.

I'm sure he doesn't BE-

Gomulka Drastically Tightens Control Over Polish Workers

By CHARLES M. McCANN
United Press Correspondent

Polish Communist Leader Wladyslaw Gomulka is drastically tightening up his control of industrial workers and writers.

He has announced that strikes by members of labor unions are now illegal. He has all but abolished the "workers councils" which he had set up to share control of factories.

The comparative freedom which Polish writers were given after the revolt of October, 1956, is being progressively curbed.

As first secretary of the Communist Party, Gomulka led the revolt which won Poland's freedom from Soviet Russian domination.

Since then, he has adroitly managed to keep his country independent despite the opposition of Moscow-minded Communist leaders and despite a

LIEVE in it. His idea is that once the Democrats are safely in they can afford to go ahead and do what HAS to be done.

SO MUCH for the POLITICAL way.

Let's take a look now at what the PEOPLE are DOING.

They are sitting tight and saving their money. In January and February of this year (1958) the reduced their installment debt by a little better than 800 MILLION dollars.

The people of the United States of America at this moment in history own more than a THIRD OF A TRILLION dollars in "liquid" assets. In savings bonds and savings accounts in banks they have 135 billion dollars. Other billions are in checking accounts, savings and loan associations, currency and government bonds other than savings bonds, ownership of corporation securities and equities in life insurance and pension plans.

ALL IN ALL, the American people as a whole are well heeled.

But— As of now— They are sitting tight and saving their money. I have an idea they are SCARED by the screwball things the politicians are proposing and intend to HANG ON TO THEIR MONEY until the politicians begin to talk a little less wild and woolly.

Employment Insurance benefits period to one year.

3. Amend all State Unemployment Insurance laws to provide complete free medical care for unemployed workers and their families. Payments to come from Unemployment Insurance reserve funds and to cover visits to private family physicians, drugs and medications, hospital costs, surgery, dentistry, and psychotherapy.

4. Inaugurate a planned and coordinated program of federal, state and municipal public works, with priority for schools, hospitals, and housing.

5. Enact federal legislation to reduce the regular work week from 40 to 35 hours.

6. Enact a "paid vacation act" providing two weeks paid vacation to all workers after one year, and three weeks after two years.

7. Undertake a federal government program to buy or build industrial plants to be run as "public corporations," in all monopolistic and semi-monopolistic industries. Such public corporations to hire the unemployed and to operate in direct competition with privately owned companies. The motto of the public corporations to be "Production for service to the public, not for profit." Public corporations to be operated, not by government bureaucrats, but by boards of directors representing the workers, consumers, and managers. All public corporations to recognize the union of the trade.

Irwin Suall
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most difficult economic situation. His new policy does not mean that Gomulka is moving toward restoration of the Stalinist type of harsh dictatorship.

But it is further evidence of the fact—which Nikita S. Khrushchev found out for himself in Russia—that in a Communist country a little liberalization can be dangerous.

The effect of the new anti-strike-order is to bring the labor unions more closely under direct Communist Party control.

The ruling on the workers councils means that these, too, will be subjected to closer Communist control.

The 5,600 workers councils set up in factories will be enlarged into "conferences of self-government."

In each factory, the "conference" will consist of the workers council, management and representatives of the Communist Party.

It seems most likely that the Communist Party will have the deciding voice in any decisions.

The latest restriction on writers bans the publication of articles and books which do not serve a "useful political purpose."

The trouble seems to be that Polish writers took advantage of Gomulka's liberal policy to be a little too liberal.

is to keep the negotiations down below — that is to say, in the hands of Secretary Dulles. For the prevailing official view in Washington is that no agreements can now be reached at the summit without making concessions that should not be made.

IS IT too late to alter our tactics, and to take what I have been calling the lighter view of the Soviet proposal? Why should it be too late? Is it because we have built up the impression that if there is a summit meeting at all, it will mean that Mr. Dulles has negotiated some sort of important agreement with the Soviet Union? There is such an impression. The impression could be erased quickly enough if the President were to say that there has been enough note-writing and that he is prepared to go with Secretary Dulles to meet Mr. Khrushchev and Mr. Gromyko, say on board a ship and for not more than a long week end.— He would like to discuss at this meeting the possibility of another and longer meeting later on.

I do not see what would be lost by such a move. Would Mr. Macmillan and Mr. Gaillard object? Surely they would know that nothing would be agreed to behind their backs. Would the move relax the tensions and cause the United States and the NATO allies, as it is commonly said, to "lower their guard"? If it did that, the only thing to say is that we are all such fools anyhow that we are not fit to survive.

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WALLACE G. STEELE
Manager

Concerning CORONER

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