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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**

**May 31, 1948 (Sunday)**  
Corner-stone of the new YMCA building on Sixth st. near Main st. was formally laid yesterday as officers of the Masonic Lodge of Oregon conducted ceremonies.  
Grants Pass is to adopt daylight saving time Tuesday, it was announced Friday, following a poll.

**20 YEARS AGO**

**May 31, 1938 (Tuesday)**  
Gasoline was the principal expense item in the campaign costs for four candidates filed with the county clerk today.  
From The Sledge Pot column: "All is calm on the Oregon political front save for a school district election here and there."

**30 YEARS AGO**

**May 31, 1928 (Thursday)**  
A museum, which includes wax figures of freaks of nature, a Japanese home scene and paintings and pictures opened on West Main st. this week.  
From local and personal column: "Circuit Judge Orlando Corkins of Lakeview will be here on Monday to hold court."

**40 YEARS AGO**

**May 31, 1918 (Friday)**  
Probably the biggest social event of the school year will be the annual junior "prom" which will be held tonight at the natorium.  
From local and personal column: "Medford police will hereafter bar hotel runners and jitney drivers from soliciting trade along the station platform."

**What's Your I.Q.?**

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

1. Which eastern State is nicknamed "Empire State"?
  2. How many ounces are there in a Troy pound?
  3. The letters F.H.A. stand for what government agency?
  4. Which Washington baseball pitcher was variously nicknamed, "Big Train," and "Big Barney"?
  5. Will hot water crack a thin glass or a thick glass more quickly?
  6. The British Royal Navy gives a daily grog rating; what is grog?
  7. What majority of both houses of Congress is required to override a Presidential veto?
  8. Which city in Soviet Russia was formerly called St. Petersburg and Petrograd?
  9. Do spiders have wings?
  10. Whom did Calvin Coolidge succeed as President of the U.S.?
- Answers: 1. New York. 2. Twelve. 3. Federal Housing Administration. 4. Walter Johnson. 5. Thick glass. 6. Rum and water. 7. Two-thirds. 8. Leningrad. 9. No. 10. Warren G. Harding.

**Editorial Correspondence . . .**

Rice Mountain Lodge, Paul Smiths, N.Y.—The death of Elmer Davis was expected, for he had been seriously ill for some time, but it came as a distinct blow to this department nevertheless, and a deep sense of personal loss. For to this department that somewhat hackneyed phrase "his place will be hard to fill" literally applies. As a radio commentator and writer on current politics, he always stood, as far as we were concerned, in a class by himself. His special forte was in exposing the shams, pretense and hypocrisies in public life. No contemporary writer could take the stuffing out of "stuffed shirts" with the dexterity and completeness he always displayed.

As for demagogues, regardless of party, they had the same dread of his pen that the cobra has for the mongoose. He simply shook the life out of them politically speaking. We were particularly grateful to him for his fight against "McCarthyism" when that type of UN-Americanism was at its height, the threat of a U.S. "Hitlerism" a real one, and particularly difficult to combat. Almost single-handed he started the snowball rolling, that, thanks to his courage and persistence, ended in an avalanche of awareness of the danger McCarthyism threatened, and to eventual extinction of a form of internal subversion, far more dangerous than the type Joe McCarthy capitalized for his personal benefit.

The Friendly Southern Pacific can always be depended upon to be friendly to itself but it doesn't often admit its devotion to self-interest as frankly as in an "ad" recently received in our mail.

In fact the appeal for public support is captioned in two column bold-face as follows:

"We are doing our best To help OURSELVES."

Never a truer word has ever been said in print.

The final plea is not factually so accurate, but it is equally characteristic for it's based upon the assumption that if the S.P. is not allowed to do as it pleases and be relieved of all effective state and federal controls, it faces bankruptcy—although it chooses the less harsh term of "insolvency."

We quote:  
"It should be obvious to regulatory commissions and to thoughtful shippers and travelers that a solvent railroad is much better able to serve its territory well than a weak and money-losing one. . . . We operate in large figures but it is the relationship between income and outgo that counts. . . . whether you are running a railroad or a peanut stand."

We would not be so unkind as to suggest the Southern Pacific, as far as southern Oregon is concerned, does operate its railroad like a peanut stand—but there are certain striking similarities. The similarities are especially noticeable when baseball and circus peanuts are concerned.

The circus and baseball peanut vendors don't cut out roasted peanuts entirely as the S.P. does all passenger traffic, but they do pass out an inferior quality, at the rate of a cent a peanut whereas competing vendors not only roast their peanuts nicely but salt them and charge approximately one-tenth as much.

This is a fairly valid comparison between the way the "Friendly S.P." treats its "thoughtful travelers" from Eugene to Dunsmuir, and any other railroad that operates in "large figures"—say the Union Pacific or the Hill lines—WOULD treat them if they enjoyed a monopoly of traffic by rail, in such a prosperous and growing area.

Neither the baseball nor the circus peanut vendors pay any attention to good will or rendering adequate public service, they are out for all the traffic will bear, at the highest possible profit per capita and that is what they get. Quite properly Mr. D. J. Russell, who as S.P. president signs this pronouncement of policy says "running a railroad is no different essentially from running a peanut stand!"

As for the dangers of bankruptcy and the advantages to the public of keeping a railroad solvent, this appeal would be considerably more effective if President Russell had not also signed his railroad's annual report in which he admitted the net profits—not before taxes but after them—were greater in 1957, a partly depression year, than they were in the highly prosperous year preceding.

Somehow we fear it will be difficult for the shippers and travelers on the Southern Pacific—particularly the "thoughtful" ones—to get so excited about the dangers of the S.P. going broke that they will favor dropping all regulatory measures designed to make public utilities "operating in large figures" to have some regard for the public service. This hesitation will probably be particularly strong when aforesaid "thoughtful travelers" realize that during the year 1957 the S.P.'s net income was approximately \$54,000,000. That may be "peanuts" to the "Friendly Southern Pacific," but it is hard to believe any other railroad, or any other business in the U.S.A. would so consider it.

When it has come to the question of climate we have often expressed our preference for cool, snappy weather over hot and humid weather.

But of late the Weather Man has been overdoing it a bit. We spent a month in Tucson, Arizona, and it was the first March since 1880 to have a blizzard and an average temperature in the 60's. (Although there was, as noted at the time, only three days of rain, and sunshine for 21 days.)

Here in northern New York state, May has to date been the wettest and the coldest since Teddy Roosevelt charged up San Juan hill. There was a frost last night and there promises to be another tonight. This is nothing to complain about, but we wish the Weather Man would not go so FAR out of his way to answer our climatic prayers.

In motoring from Medford to Portland, and now here in the Adirondacks, we are interested in the question of motoring speed-limits—if any.

The main highway from New York to the St. Lawrence project runs by this lodge—a very good highway, cement, not asphalt—and the traffic while not heavy this early in the season, is noticeable, especially when one takes a walk as your correspondent often does.  
The speed limit posted along the highway is 50 miles, and the state speed limit used to be 55 in Oregon.  
Well neither on the road to Portland nor here is the speed limit observed by anyone—and we mean ANY one.

Trucks, delivery-wagons, small cars and big cars, they all go by this lodge at anywhere from 65 to 105 miles an hour. So why establish a speed limit when no one observes it, and no one—or at least not one in a thousand—WILL observe it?—particularly when on this highway at least there are no speed cops and no effort made to enforce it? Far more sensible we should say to pay little attention to how fast a car is going, but a great deal of attention to how it is being driven.

It is claimed there has never been a fatal motor accident on this particular stretch of highway. We find that hard to believe, but it may be true for several reasons, to wit:  
No. 1, there is no heavy traffic even in mid-season, while for eight or nine months in the year the traffic is very light.  
No. 2, there are no sharp curves or grades, it is somewhat undulating but for approximately 10 miles is practically a straightaway.

No. 3, there are no hot-rod addicts, juvenile or adult, in this part of the state.  
No. 4, while excessive speed is a factor in the traffic toll, on a stretch of highway like this we would be far more fearful of a poor or reckless driver going 50 or 60 miles an hour than a good driver going 100.

For a GOOD driver never takes chances. He—or she—never "steps on it" except when he can see the highway is clear far ahead, the car is behaving ok, and he has it under perfect control.

We don't mean there should be no check on excessive speeds—there should be—but we do mean—we refer only to cross-country, not urban driving—the great need to make motoring less costly in lives and property is to pay less attention to what happens to be the speed and more attention to how the car is being driven.—R.W.R.

**Dennis the Menace**



"STEAK? AW, I THOUGHT WE WERE GONNA HAVE HOTDOGS!"

**Washington Report**

By William S. White

**THE KEFAUVER ENIGMA**

Washington—Independent, indefatigable, indestructible and inexplicable—all these large adjectives best describe Senator Estes Kefauver of Tennessee.

He is an independent politician as never twice ran for the Democratic Presidential nomination.

When he sought it in 1952, he had argued against him the top leaders of the two most powerful wings of the party—the Northern organization bosses and every last one of the Southern elders.

The story was about the same in his next try, 1956. But this time, though Adlai E. Stevenson won the top prize from the Democratic convention, Kefauver got the vice presidential nomination.

He is thus not quite a two-time loser—having been in 1956 in the "place" position with Stevenson in the "win" position.

BUT the real point, on both occasions, was that Kefauver was able to survive such massive hostility at all.

An even more arresting point brings this piece to another of the adjectives for him—indebatable.

His seat in the Senate is up in 1960—and this, of course, he simply has to hold. Thus all his planning must, and undoubtedly does, center on remaining in the Senate.

Nevertheless, few of the general political rules apply to Kefauver. And none of them applies to him all the time. It is, therefore, an entirely safe prophecy that one way or another his name will be in the 1960 Presidential reckoning.

Kefauver's ambition, even at its height, has been the sleepest-looking in the experience of this writer. But depend on this: Somebody or something—Kefauver himself, his friends or some turn of the wheel of chance—will see to it that he is not altogether out of it.

FOR Kefauver—and now the adjective "inexplicable" is reached—defies any ready analysis or ready un-

derstanding as a political force. Though from Tennessee, he is not really a Southern politician—and not even really a typical border-state politician. So little is he in agreement with the Southerners that for years they excluded him from their informal but real club in the Senate. Even now, he only timidly "pokes his head in occasionally."

His speech, particularly in the Senate and to some extent on the stump, is largely an amiable muttering and murmuring to most of his audience. His memory for first and last names—and a keen memory is supposed to be a politician's special requirement—is so bad as to be almost unbelievable.

Reporters chancing to visit Oklahoma in the 1956 campaign recall that Kefauver on several occasions spoke proudly to the crowds of his friendship for a fellow Democratic senator from Oklahoma—"Mike Mansfield." Mansfield is from Montana; Senator Mike Maroney is from Oklahoma.

THIS correspondent remembers crossing the Kefauver trail in Wisconsin in that same campaign. There this tall, gangling, gaping outlander seemed as alien to the upper Midwest as one could possibly be. But everywhere he went, and no matter what he said or seemed to say, he left the stolid Wisconsin farmers in broad, fond smiles.

Kefauver himself at the very same time usually was looking unaccountably downcast—and a little lost. If any man is able to beam sadly, that man is Estes Kefauver. As there is enigma in his personality, there is enigma in his Senate record. He has cast, wisely or not, some of the bravest Senate votes in its postwar history, particularly against frightened actions in the field of subversive control and immigration.

On the other hand, he has seemed to have missed a good many votes altogether. And nearly always about him there has been, to one observer, a faint, genial confusion. This correspondent has never felt sure he understood in the least where Kefauver was going on some issues, and why. (Copyright, 1958, by United Feature Syndicate, Inc.)

**Today & Tomorrow**

By Walter Lippmann

**REGULATING THE LABOR UNIONS**

The principle is now settled, particularly since the testimony last week of President George Meany, that labor unions are like all other powerful interests—subject to public inspection and public regulation. It is a very good thing that this principle is not in dispute. For if it were, if organized labor were making the claim so often made by other interests, that it is private and immune, there would be serious trouble ahead.



Walter Lippmann

For no special interest can exercise the kind of power which the unions possess and then deny that there is a public interest in the way it conducts its affairs. Mr. Meany has had the wisdom and the public spirit to recognize that if labor unions are not regulated by those who mean well by them, they will be wide open to the assault of those who wish to destroy them.

The question of regulating the unions has, of course, been brought to a head by the sensational exposures before Sen. McClellan's select committee. While these exposures dealt only with seven out of nearly 200 hundred national unions, with unions whose membership is 2,000,000 out of the national total of 17,000,000, they demonstrated clearly that the actual abuses have been very serious and that the potential abuses are enormous. It has been shown that given the existence of powerful and rich unions, the opportunities and the temptations to racketeering and corruption are so great that public remedies are necessary.

My own view is that the compulsory disclosure of the financial affairs of the unions is a possible though not an easy kind of law to enforce. Insofar as it is efficiently enforced, it may help to do many of the things which are supposed to be accomplished by compulsory democracy.

THE abuses which have been exposed are, it might be said, the normal result when great power and wealth are suddenly acquired by a human institution, and there is no body of law and custom which regulates the conduct of its affairs. The labor unions in this country have become big in the past 25 years, but only after long decades of bitter and often violent struggle for recognition and legal sanction.

In the past 25 years they have been fostered by privileges created and protected by Federal statutes. No other kind of private association exercises so much power over the livelihood of its individual members, over their opportunities, and over the routine of their daily lives. Individually employees may not lawfully negotiate with their employers and they are legally bound by the terms and conditions of employment which a union, certified as the sole official bargaining agent for a given shop or company, may negotiate. Furthermore, in the case of many contracts the law in effect requires the compulsory payment of initiation fees and dues into the union treasury. This legally granted power of the unions to set the terms and conditions of work also affects the rights and interests of general consuming public. Unions are also granted special immunity from the anti-trust monopoly laws and, as non-profit voluntary organizations, they have exemption from the income tax.

There is, therefore, no longer any argument that Federal regulation is justified in principle and necessary in practice. The question is what kind of regulation is most likely to work well. Broadly speaking, there are two types of regulation. The first, on which there is now very general agreement, is that the financial affairs of the unions shall be made public, and their officers legally made accountable for the honest administration of these affairs. This is the principle of the Douglas-Ives - Kennety bill, dealing with welfare and pension funds only, which has already passed the Senate and it is not in any serious sense opposed by anyone concerned. If a similar bill applying to union funds is passed, it should mark a great reform, not only in protecting the union members from corrupt leaders but also in laying the general conduct of union business open to public scrutiny.

And, as a result, a true, dyed-in-the-wool circus fan is a rare bird. But we know of at least one, hereabouts. He is Graham Dean, editor of the Ashland Tidings, whose passion for circuses goes far back into his childhood.

The circus which played in Medford last week was "a clean little show," Editor Dean reported after attending it Wednesday evening. And so much did he enjoy it that he drove clear to Grants Pass the following evening so he could see it a second time.

If there were more Graham Deans around, the circus as an institution of entertainment would have a glorious rebirth.

Which probably would be a good thing for everyone, including the performers and the youngsters of today, whose acquaintanceship with wild animals, sideshow freaks and skilled aerial performers is limited mostly to those seen over the antiseptic electronic box in the living room—and who have never known, and thus cannot miss, the smell of the menagerie, the excitement and the color of the big top, and the inexplicable taste of cotton candy.

A member of our staff comments that the most deliberate flatterer in the world is the barber who spends 30 minutes trimming the few strands of hair remaining on the head of a balding man.

Bette Hoskins, the M-T's Jacksonville correspondent, returned not long ago from an automobile trip to Blackfoot, Idaho, and reports she was fascinated by a series of signs she saw along the desert highway between Burns, Ore., and Boise, Ida.

Here are some of them: Ain't This Monotonous?

**Matter of Fact**

**POTLUCK**

(By M-T Staff and Contributors)

Circuses today, with few exceptions, are merely pale shadows of the circuses of earlier days. Competition of television, movies and other forms of entertainment, plus high operating costs, have nearly spelled the demise of the "big top" that used to play at nearly every town every summer—or at least, every other summer.

And, as a result, a true, dyed-in-the-wool circus fan is a rare bird. But we know of at least one, hereabouts. He is Graham Dean, editor of the Ashland Tidings, whose passion for circuses goes far back into his childhood.

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**Matter of Fact**

Cattle Country—Watch Out for Bum Steers.

Sage Brush is Free; Stuff Some in Your Car.

Danger—Skunk Crossing. Methodists Watch Out for Mormon Crickets.

Thirsty? Drive at Night, Plenty of Moonshine.

Unlawful to Spear Salmon or Shoot Craps in This Area. If You Lived Here, You'd Be Home Now.

Skunk Bomb Fall-out Area; Close Windows.

Let There Be a Silent Moment While We Change Back-seat Drivers.

Grizzly Bear Feeding Grounds; Count Your Children, Hide Your Honey.

Idaho Skunks Are Not to Be Sniffed At.

Site of Polecat Massacre, Idaho's Biggest Political Skunk.

A minor accident was investigated by Medford police officers the other day, and it developed that two cars scraped fenders while the respective drivers were attempting to talk to each other. The drivers, it developed, were husband and wife, each driving a different car. One of the two was cited for failure to operate in the proper lane of traffic. Which one? The husband, of course.

We are glad to welcome, from time to time, groups of students, ranging from little shavers up to high school journalism classes, who tour the Mail Tribune to see how a newspaper is produced. These visits are fairly frequent, and are conducted by Business Manager Jerry Latham, who explains the operation of each department.

We have received a report on one such recent trip, written for her class by Patricia Lindsay, of the sixth grade at Griffin Creek school. Here are pertinent portions of her story.

"... The first department we visited was the circulation department. On a small metal plate the name of each subscriber of the paper was printed. A machine . . . printed these addresses on a strip of yellow paper. These strips were separated so that each slip had one address on it. This slip was attached to each paper for properly addressed delivery.

"In the morgue was a large bookcase full of huge albums, each containing papers delivered in a certain year, dating back to 1917.

"The third department was the Linotype department, where the type was set for further steps in making an issue.

"We visited the newsroom next, the department in which news from all over world is gathered by teletypes.

"Last was the pressroom, in which the type is developed into a circular lead cast that is placed on a cylinder, which revolves with the desired amount of ink on it, placing print on the newspaper that continuously rolls over it. Then the printed paper is folded in the desired way, and placed in the correct sequence.

"Then the papers are rolled, addressed and delivered."

Patricia is going to become a good reporter one of these days.

A woman we know is employed by a bank, and each week gets one day off in addition to Sunday. The day off changes each four weeks. As a result, she is used to a hop, skip and jump type of employment. But this week is special. She had last Wednesday off, and next week her day off is Tuesday. So—she worked Tuesday, had Wednesday off, worked Thursday, had Friday (Memorial Day) off, worked Saturday, had Sunday off, will work Monday, have Tuesday off, and work Wednesday. She sort of likes this working every-other day.

they will be carried out by the Army. Furthermore, those who think that de Gaulle is likely to be the "prisoner" of such men as Soustelle and DeBucque can hardly have read much of the history of the last war. The man whom Roosevelt and Churchill could not make a prisoner, is hardly likely to become the prisoner of such a one as Jacques Soustelle.

In sum, the choice will be up to Gen. de Gaulle and to him alone. What one cannot predict is whether he will be content to restore sanity and order in France or whether he will imitate Franco or Salazar. The signs are encouraging. But no one really knows the inner mind of this looming, remote and enormous figure who now dominates the scene in this strife-divided country.

**Federal Grants Assist States**

Washington — (CQ) — Do high Federal taxes trouble you?

Consider, then, the advantages of living in South Dakota. Last year, out of every dollar they paid into the Treasury, residents of the Coyote State got back 75 cents in the form of Federal grants-in-aid. That's the highest benefits-to-burden ratio enjoyed by any state.

Nationally, Federal grants to individuals (as in soil bank payments) and to state and local governments (as for highway construction) amounted to eight cents out of every dollar in Federal tax collections. That compares with an average return of 10 cents on the dollar during the second Truman Administration, but is higher than the 6 cent return during the first two years of the Eisenhower Administration.

In fiscal 1957 the total amount distributed jumped 25 per cent to an all-time high of almost \$6.5 billion.

This money was channeled to state and local governments through 105 different Federal programs. But four programs alone accounted for one-half

of the total: old-age assistance (\$973 million), highway construction (\$895 million), veterans readjustment benefits (\$787 million) and soil bank payments (\$496 million).

There is no particular correlation between a state's population and its share of total grants. On a per capita basis, grants in 1957 ranged from an average of \$16 per resident in New Jersey to \$121 per resident in Wyoming.

On a state basis, California topped the list with \$532 million in grants, followed by Texas with \$454 million—both ahead of more populous New York with \$412 million.

These three states together collected \$227 million in highway grants, or 24 per cent of the total. By contrast, farmers in Kansas alone picked up \$78 million in soil bank payments, or 19 per cent of the total distributed under this program.

In 1957, Oregon received a total of \$89,407,000 in Federal grants-in-aid to individuals and to state and local governments. With a population estimated in 1957 at 1,769,000 this amounted to \$51 per capita, compared

with \$38 per capita for the nation as a whole.

Total 1957 allocations to Oregon compare as follows with the state's allocations for the preceding three years: 1956, \$70,803,000; 1955, \$64,977,000; and 1954, \$59,424,000.

Federal taxes collected in Oregon in 1957 amounted to \$514,746,000. This amounted to 6 per cent of the \$80.1 billion in total tax collections.

By contrast, the state's share of total 1958 grants of \$6.5 billion amounted to 1.4 per cent.

The nine largest grant programs in 1957, on a national basis, accounted for 71 per cent of the total amount distributed to individuals and to state and local governments. Amounts allocated to Oregon under these programs were as follows: highway construction, \$20,871,000; old-age assistance, \$2,056,000; aid to dependent children, \$2,765,000; unemployment compensation, \$3,122,000; conservation program, \$3,064,000; soil bank program, \$1,516,000; veterans readjustment benefits, \$6,820,000; Air National Guard, \$1,236,000; and Army National Guard, \$4,547,000.

there at Algiers suddenly clotted to total crisis—the code message of the Algiers radio are proof of that.

But there is no truth in the widespread impression that rightwing extremists have been able, singlehanded, to challenge and subvert the legitimate government of France. Without the Army, The Soustelles, the DeBucques and the others of the same kidney would count for very little indeed, even in Algiers.

Furthermore, if you consider the history of Gen. Massu's telephone call and a) that preceded it, you cannot properly argue that the civil government of France was abandoned by the Army. At any rate, it is just as accurate to say that the Army was abandoned first by the civil government. What, then, will the Army do now, this Army which was and is the key factor in all this grim affair?

The best answer one can give is at once simple and complex, disturbing as well as reassuring. There are of course plenty of rightwing extremists in the French Army. The officers who joined in the Corsican operation, the officers of the paratroop outfits that quietly moved into the military air-

France in the first days of crisis, can hardly have included many persons with liberal or leftwing views. In fact they no doubt included a good many with downright anti-democratic tendencies.

But this element in the Army is first of all a minority; and secondly, even the extremists of the Army will accept orders from any civil government firm enough and decisive enough to give orders. On this head, consider again the episode of Gen. Massu, asking whether he should do what must have gone so violently against his grain.

It is a terrible thing that the legitimate government of France should have foundered on a double abandonment—an abandonment first of the Army by the civil authorities, and then, one must add, an abandonment of the civil authorities by the Army. But this drama of France's parliamentary government deserves the bitter tag-line of one of Moliere's plays: "You asked for it, Georges Dandin!"

For Gen. de Gaulle, in contrast, there will be no danger of abandonment. He can give his orders, to control or even to suppress the rightwing extremists, for instance, and