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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
July 1, 1948 (Thursday)

A Jackson County delega-
tion has appeared before the
state highway commission re-
questing that Highway 99 be-
tween Ashland and Central
Point be widened to four
lanes to relieve traffic con-
gestion.

The Federal Communica-
tions Commission has re-
affirmed its decision that if
Mrs. W. J. Virgin sells radio
station KMED and her con-
struction permit for a new FM
station, she must sell to the
Medford Radio Corporation of
Medford, not to Gibson
Broadcasting of Vallejo, Calif.

20 YEARS AGO
July 1, 1938 (Friday)

Prominent Medford citizens
will perform Sunday in
"Death Takes the Steering
Wheel," a temperance play
sponsored by the Anti-Liquor
League of Oregon.

From Arthur Perry's Ye
Smudge Pot column: "Cities
throughout the state celebrat-
ing the Fourth of July have
served notice the seats along
the parade line of march are
for the old folks—if they can
beat the kids to them."

30 YEARS AGO
July 1, 1928 (Sunday)

Crater Lake's official sum-
mer season opens today, with
stages of the Crater National
Park company meeting the
trains at Medford and Klam-
ath Falls.

Pears look better this year
than ever before, with indica-
tions for a record crop, ac-
cording to Elmer Oatman,
fruit inspector.

40 YEARS AGO
July 1, 1918 (Monday)

Smoke from local forest
fires settled over the breeze-
less valley in a thick haze to-
day.

What's Your I.Q.?

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

1. The ports of Colombo and
Trincomalee are on which
island in the Indian Ocean?

2. Complete the proverb,
"Beware the fury of a
man."

3. Does the phrase "bib and
tucker" refer to the rig-
ging of a yacht, a species of
fish, clothing, or a kind of
mental conditions?

4. Which scientific bureau
of the Federal Government
announced that diamonds are
a better measure of radio-
activity than any man-made
counter?

5. How many legs do house
centipedes have?

6. From where did the
Moors emigrate to Spain?

7. Paganini was a composer
of opera, a famous violinist, or
an orchestra conductor?

8. Which of these does not
grow on a bush or tree: wal-
nut, butternut, doughnut,
hazelnut?

9. The Armed Forces have
dental charts of every person
in the services: true or false?

10. In which field of art
was Mrs. Harry Payne Whit-
ney notable?

Answers: 1. Ceylon. 2. Pa-
tient. 3. Clothing. 4. National
Bureau of Standards. 5. 15
pair. 6. North Africa. 7. Vio-
linist. 8. Doughnut. 9. True.
10. Sculpture.

Toward Uniform Driving Code

A new "rules of the road" law — part of a nationwide effort to make traffic regulations uniform — goes into effect in New York State today.

New York's new "rules of the road" law, enacted by the state legislature last year, is based on Chapter 11 of the Uniform Vehicle Code. This is a model traffic law for the states, originally drafted in 1926 by a committee appointed by the first national highway safety conference. It is revised from time to time by the National Committee on Uniform Traffic Laws and Ordinances, an arm of the White House Conference on Highway Safety.

As its name implies, the new law sets up standards of highway conduct. For example, it lists as violations opening the door of a parked car on the side paralleling oncoming traffic, or "riding" the bumper of the car in front of you.

Some other violations, calling for fines of up to \$50 and 15 days in jail: leaving keys in the ignition of parked cars, hanging boxing gloves, baby booties, or other paraphernalia over rear-view mirrors, tossing waste paper and refuse from cars.

THE New York law accepts the recommendations of the Uniform Code "almost in their entirety and almost in verbatim," according to the national committee on uniform laws. So do a Nevada law adopted last year and, with certain exceptions, a recent Wisconsin law.

Most states have adopted a large part of the "rules of the road" recommendations of the Uniform Code. Listed as notable exceptions are Kentucky, Louisiana, Maine, Massachusetts, Nebraska, New Hampshire, North Carolina, South Dakota, Vermont, Virginia.

The "rules of the road" section, of course, represents only one of many (19) chapters of the Uniform Code. Others cover proposals for independent state motor vehicles departments, uniform treatment of accidents and accident reports and the like. The American Automobile Association has long advocated uniform traffic laws, as have the National Safety Council, the Governors Conference Committee on Highway Safety, and official or quasi-official bodies such as the American Association of Motor Vehicle Administrators and the International Association of Chiefs of Police.

FOR the first time in recent years, the traffic toll in 1957 decreased. Auto-accident deaths totaled 38,500—1,128, or 3 per cent, fewer than in 1956, when the loss was the heaviest in history.

Traffic deaths had declined steadily for more than a year until the recent Memorial Day holocaust. A record 371 persons — for a three-day week end — were killed. The National Safety Council attributed the reversal of trend to "impatience, intemperance, and indifference."

Significantly, toll roads and pay turnpikes across the northeast section of the country, from New England to Chicago, recorded not a single Memorial Day fatality. While the fatality rate for each 100 million vehicle miles has been dropping steadily—from 16.7 in 1934 to 5.9 in 1957, turnpikes have shown even better progress. The national pike rate for 1957, as noted in a special New York Times report was only 2.6 deaths per 100 million vehicle miles.

The new 41,000-mile federal-state highway system, now building, will be toll free. But the construction standards and safety factors will be substantially identical with those of turnpikes. If the new high-speed roads are policed as adequately as the toll roads, the fatality rate—5.2 per 100 million miles so far this year—ought to continue downward.—E.R.R.

For Safer Pleasure Boating

Now it's National Safe Boating Week, this first week of July. Pleasure boats have proliferated in recent years in the United States much as automobiles did some 30 years ago.

That's largely because outboard motors have become more easily available to moderate-income families, and more dependable. It wasn't too long ago that your average boat-owner thought it par for the course if he managed to get the blankety-blank thing into operation over one day of a two-day week end. No fewer than 28 million Americans, it is estimated, will be put-putting around in 7 million boats this year.

AS THE highways become dangerous when automobiles began to get thick, the nation's waters are now becoming full of danger from the plethora of boats. And, again as in the early days of autoing, regulations are scanty.

Outboard-motor boats under 16 feet in length don't have to be registered at present, except in a few localities. No license, not even an age qualification, is required of their operators or even, in most cases, of operators of the larger registered boats.

The 1940 federal motor boat act, the latest on pleasure boating, does carry penalties for reckless or other illegal operation, but they are seldom imposed. Now a House committee has reported favorably the Bonner bill (HR 11078) to control boats of over 7½ horsepower (originally 5½) and their operators. If the House and then the Senate pass the bill, its advocates predict that fewer accidents will mark pleasure boating on America's lakes, bays, rivers and off-shore waters.—E.R.R.

Dennis the Menace



"GOT ANY MORE BREAD CRUMBS?"

Matter of Fact

By Joseph Alsop

TROUBLE AT THE WHITE HOUSE

Washington—It is hard to see how an explosion can be avoided at this week's meeting between the President and the Republican Congressional leaders.

No doubt the progressive collapse of the Western position in the Middle East and other minor matters can be dealt with amiably enough, or simply passed over as undeserving of much notice. But there is still the case of Sherman Adams; and this all-important matter is plainly moving toward the explosion point.

On the one hand, the President is bitterly, unforgivingly angry with the Republican senators and representatives who have called for Sherman Adams' resignation or dismissal. According to those who ought to know, Eisenhower has taken the "Adams-must-go" statements as so many personal affronts. In the heyday of Sen. Joseph R. McCarthy, one was always being told how "McCarthy made the President see red." But if he saw red then, he is reported to see crimson, scarlet and maroon now.

On the other hand, the most prominent member of the "Adams-must-go" school of Republican thought, Senate minority leader William S. Knowland of California, will be on hand at the White House leaders' meeting, unless he is prevented from attending by some unforeseen development. Furthermore, Sen. Knowland has now gone an important step further in his position on the Adams case.

ABOUT 10 days ago, he made a rather careful statement, merely suggesting that both the President and Gov. Adams ought to consider whether Adams' usefulness in the White House had not been too badly impaired. On last Thursday, however, Knowland went the whole hog, forthrightly calling on Adams to resign for the President's sake and the party's sake.

At last week's White House leaders' meeting, Knowland's previous statement on the Adams case was of course in every mind. Adams himself attended, sitting by the President's chair as is his custom. But no word passed between Adams and the leaders of Congress, and the case of Adams was never mentioned. It must have been like one of those ghastly parties at which everyone desperately avoids the only really interesting subject, because discussing the subject would be impossible tactless.

The coming meeting will convene with Knowland's second, stronger statement again in every mind. Any other President, in these circumstances, would feel called upon to have the matter out with his Congressional chiefs. This particular President, to be sure, has always dealt rather cavalierly with his second role as leader of his party. But even if the President continues to treat the Adams case as a strictly personal and private matter, there is still a rather strong possibility that Sen. Knowland will bring the matter up on his own initiative.

Altogether, this confrontation between Eisenhower and his Congressional grantees ought to be an interesting gathering. Furthermore, if the issue of Adams is not thrashed out this week, there will still be next week, and the week after that, and maybe the week after that.

SOONER or later, in truth, the President can hardly avoid discussing this unhappy

In the Day's News

By FRANK JENKINS

What people want from government note:

A San Francisco citizen has asked that parking meters in the city provide a place to park your foot as a part of the service they give in return for the fee they charge for permission to park your car.

He suggests that small platform be placed at each meter for people who want to tie their shoelaces.

IT'S an idea.

And of course, it has some merit. It is most annoying to have a shoelace come untied when you're making your way along a crowded street—such as Market at a busy hour.

And—

I think we will all agree that it is a part of the duty and the responsibility of government to uphold the dignity of citizens. Human dignity is a precious thing. It must be preserved.

So—

Maybe this San Francisco has something. Maybe government—in this case city government—owes it to its citizens to provide platforms on parking meter posts so that the citizen may lift up his foot in a dignified manner and tie his shoelace when it comes untied.

It all depends on what we conceive to be the duty of government.

AT this point, another consideration enters the picture.

Ajax Foundation, Incorporated—a private research organization that spends its time delving into tax problems—has just come up with an interesting figure. It reports that in the U.S.A. there are some eight million civil workers on federal, state and local levels. That is to say, there are some eight million civilian employees of government who are paid with tax money to serve the citizens in one way or another.

These eight million employees of the taxpayers receive an annual total stipend of approximately thirty billion dollars. Tax Foundation says it takes the total income taxes of 19 average taxpayers to pay the salary of one government worker.

It adds that government workers now account for one out of every eight employed persons. That is another way of saying that every eight employed workers in our nation hire a government flunkie to provide them with governmental services—ranging all the way down from protection of life and property to providing platforms on parking meter posts where the citizen may put up his foot to tie his shoelaces in a dignified manner.

SUMMING UP:

If we're going to clamor for more public services, we are going to have to have more government employees. If we are going to have more government employees, we will have to pay more taxes. The dollar government reaches into our pocket and takes for taxes a dollar we don't have to spend on ourselves.

That's the nub of the situation.

Polar Bear Found On Newport Beach

Newport, Ore. — (UPI) — Bodies of a polar bear and her cub washed up on the beach here Sunday afternoon.

The usually Arctic dwelling animals were first sighted by Mrs. Flora Lauritsen, Newport motel owner. The cub was later swept out to sea again on a high tide.

Witnesses estimated the badly decomposed bear to be about seven feet long and to weigh about 600 pounds.

Possible reason for the appearance of the bodies, one Newport man said, was the onshore movement of the Japanese current, now consistently about 400 yards off the Newport beach.

Gomulka Criticizes Tito, But Disapproves Execution of Nagy

By CHARLES M. McCANN

UPI Foreign News Analyst

Polish Communist leader Wladyslaw Gomulka has saved his job by criticizing President Tito of Yugoslavia.

It is now disclosed that Gomulka was told last week that he must either come out against Tito or face overthrow.

There is one report that Russia gave him 72 hours to make up his mind.

Forced To Give In

Gomulka was forced to give in. Had he refused, not only would he have been forced out as Poland's leader but his country would have been given over to the "Stalinist" elements in his party.

Gomulka has been under increasingly strong pressure from Moscow ever since Com-

He had made it plain, too, that he strongly disapproved the execution of Hungarian revolt leader Imre Nagy and Pal Maleter.

He has resisted as stubbornly as he could. He refused to join in the anti-Tito campaign. He has tried to stop the general trend toward Stalinist policy in the Communist world.

He has been compelled to give in bit by bit, and to tighten up his own liberalized rule.

Finally came the demand that he come out against Tito.

The alternative was that Russia would take every possible means, political and economic, to overthrow him.

There was no direct threat of Russian military intervention against him. But apparently authentic reports say that in recent weeks strong forces of Russian troops have been moved close to the East German and Russian frontiers of Poland.

The implied threat apparently was that Polish "Stalinists," if necessary, would engineer an uprising that would give Russia an excuse to intervene.

Poland Depends on Russia

Gomulka's problem is that Poland cannot get along without Russia. Its economic situation is difficult. And nearly all of the raw materials used in Polish industry come from Russia.

Gomulka made his surrender in a speech last Friday at the Polish Baltic sea port of Gdansk.

"The guilt lies squarely on Yugoslav shoulders," Gomulka said of the dispute between Tito and Soviet Russian leaders.

But he qualified his criticism by saying that Tito sincerely desired to strengthen peace.

In speaking of Nagy, Gomulka criticized his policies. But he still refrained from giving his approval to Nagy's execution. That, he said, was an internal Hungarian affair, and it was not for Poles to judge on its fairness.

Thus, though Gomulka has been forced to comply with Russian demands, it is clear that he did so grudgingly. The Russians cannot be too pleased with their victory. Both Gomulka's resistance, and Soviet pressure on him, undoubtedly will continue.

WISCONSIN COLLEGES

Madison, Wis.—(AP)—Wisconsin has 80 privately and publicly controlled colleges which enroll a total of 49,698 students, the state coordinating committee for higher education reported. Publicly controlled institutions constitute nearly two-thirds of the enrollment. With the state-supported University of Wisconsin accounting for 37 per cent.

The Strait of Belle Isle, between Newfoundland and Labrador, is between 10 and 18 miles wide.



Charles M. McCann

Try and Stop Me

By BENNETT CERF

AT AN AMUSEMENT PARK last summer a college student who had wangled a vacation job on the scenic railway noticed that one sickly, shaking old gent made no effort to get out of his front seat when a ride was completed, but sat huddled down waiting to go roused again. Furthermore, the ticket taker never bothered to ask him for his fare.

The student approached him after five rounds and said, "Pardon me, but do you get a particular thrill out of this ride?"

"Thrill?" sneered the old man. "I hate it! It makes me acutely sick to my stomach."

"Then why do you, like the music, go 'round and 'round'?" asked the student.

"The skintinfl who owns this concession," explained the old man, "owes me 10 dollars, and I'm going to take it out on him in rides if it kills me!"

"A minor operation," explains Melinda Drake, "is an operation performed on somebody else."

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President's Program Faces Uphill Road, CQ Analysis Shows

Washington (CQ)—President Eisenhower's 1958 legislative program faces a stern uphill battle in Congress this year.

As of June 12, only 9 per cent of the President's 221 specific requests had received final approval, a Congressional Quarterly analysis shows.

About a fourth of Mr. Eisenhower's requests have received no attention at all and 12.7 per cent have already been rejected.

With Congressional elections facing members this November, both the House and Senate, controlled by the Democrats, are taking a hard look at every request made by the President and, in many cases, proceeding with programs of their own.

Record Low

Last year, the first of the 85th Congress, the Eisenhower boxscore fell to a record low—only 36.9 per cent of his 206 requests were approved by Congress. When the Republicans controlled Congress in 1953 and 1954, Mr. Eisenhower's programs did very well; 72.7 per cent approval in 1953 and 64.7 in 1954.

The recession and the reaction to the Russian sputniks have helped to make this year unusually busy in Congress; House Speaker Sam Rayburn (D-Tex.), has called it the most active Congress since the "first 100 days" of the Roosevelt administration 25 years ago. But the activity involves Democratic plans as much as those submitted by the Administration.

Despite the Congressional coolness to his over-all 221-point program, President Eisenhower may win some impressive victories this year.

Here is the Eisenhower boxscore on his 221 requests as of June 12:

—20 requests had been finally approved by both houses and either are law or awaiting the president's signature—9 per cent.

—10 had passed both houses and are in conference—4.5 per cent.

—37 had passed one house but not the other—16.7 per cent.

—15 had been reported from committee to the floor

Labor Council Backs Bargaining Plan

Portland (UPI) — The Multnomah Central Labor Council Monday night voted unanimously to endorse a plan for collective bargaining for Portland city employees.

The vote followed a report by Harry E. Williams, president of the fire fighters union, that there is "definitely a move to hold down salaries" among Portland city employees.

The Council also urged that organized labor and the Portland Chamber of Commerce join in an effort to keep Bayly Manufacturing Company from leaving Portland. Mrs. Jettie Lebor of the garment workers union reported that the firm will move to Yakima, Wash., because of lower labor costs there.

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