

MEDFORD MAIL TRIBUNE

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Flight 'o Time
Medford and Jackson County History from the files of The Mail Tribune 10, 20, 30 and 40 years ago.

10 YEARS AGO
Dec. 10, 1948 (Friday)
Santa's arrival is delayed until Monday by unfavorable weather conditions, but the community Christmas tree should be installed this week end.

20 YEARS AGO
Dec. 10, 1938 (Saturday)
A new brewery establishment is planned on North First St.

30 YEARS AGO
Dec. 10, 1928 (Monday)
Four refugee families from the Midwest, beset by floods and "other Middle West inconveniences," have come to Medford and are stranded here without funds or food.

40 YEARS AGO
Dec. 10, 1918 (Tuesday)
Medford residents appear on the streets in flu masks.

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

- 1. In which of his Epistles did St. Paul discuss women?
- 2. Which of these is lowest in intelligence—a moron, an idiot, or an imbecile?
- 3. With which Italian city do you associate the song "Santa Lucia"?
- 4. Appomattox is an Indian word meaning "Tobacco plant country." In which State is Appomattox?
- 5. Who wrote: "Man's inhumanity to man makes countless thousands mourn"?
- 6. When atmospheric pressure is increased, does it raise or lower the boiling point of water?
- 7. Is the city of Detroit situated on one of the Great Lakes?
- 8. Wandering tribes are called nomads, is that right?
- 9. If you count from 1 up to 100, how many times will you use the figure 5?
- 10. The Parliament of the Dominion of Canada meets in which city?

Answers: 1. First Corinthians. 2. Idiot. 3. Naples. 4. Virginia. 5. Robert Burns. 6. Raise. 7. No. 8. Nomads. 9. Twenty times. 10. Ottawa.

PLANE SETS RECORD
London—(UPI)—A Pan American Boeing 707 jet airliner crossed the Atlantic Tuesday night in 5 hours, 56 minutes. It was a record for passenger planes. The jet clipped 16 minutes off the previous West-East time for the 3,350-mile flight established in October by a British Comet IV jet.

Wake Up, Dreamer!

Two entirely separate items in the news last week had a rather ironic significance. The first was the Southern Pacific's announcement that its crack north-south train between Portland and San Francisco, the Shasta Daylight, would be decreased from once-a-day service to three times a week during the winter months. The other was a report from West Coast Airlines on the immediate and enthusiastic passenger reception to the new F-27 Fairchild aircraft, which was placed in service this fall.

THEREBY hangs a tale of aggressive, progressive, passenger-related modernization on one hand, and stogy, money-hungry, hang-back-and-collect-the-dough do-nothingism on the other hand.

Let us grant that the railroads have handicaps. Let us grant that freight is easier to handle (and a heck of a lot more lucrative) than passengers. Let us grant that air transport is faster. Let us grant that railroad equipment is expensive. Let us even grant that there is nothing wrong, per se, in running a profitable, as opposed to money-losing, operation.

Let us grant all these things, and the SP still looks like a moss-backed anachronism, little interested in public relations, passenger comfort, or service to the people of the fast-growing west coast.

THE airline, on the other hand, is young, vigorous, and aware of the fact that its ultimate success lies, not in any monopoly situation, but in competition with rails, automobiles, busses and other airlines.

It isn't afraid to expend huge sums in new and expensive equipment, like the F-27 turboprops. It isn't afraid to advertise, to let the whole world know what its service is, to brag a little, politely, that it is out to give its passengers the best possible service, in the best and fastest and most convenient equipment.

Wouldn't it be interesting to see what would happen if, through some wildly improbable stroke of fortune, the board of directors of West Coast Airlines (or almost any other airline, for that matter) suddenly, and for a period of one year, were suddenly placed in charge of the SP?

PERHAPS all the retrenchments, the slashing of service, the ill-tempered rejections of criticism, the whining over the cost of equipment and service, the complaints over lack of patronage, the lack of aggressive promotion and courteous attention to patrons, the battles in the courts and before utilities commissioners to drop service—perhaps all these things would not be corrected overnight.

But if those airlines directors became SP directors, we would undoubtedly see a startling change in the monolithic and unshatterable stolidity of the high profitable railroad empire.

It would be refreshing, to say the least, to see fresh air replace hot air in the sanctum of the railroad. We might even see some fast, modern, comfortable and convenient rail equipment in Southwestern Oregon.

But, shucks. Pinch us, someone. We're dreaming.—E. A.

Legislature Must Act

After long and prodigious effort, a small group of members of Congress, led by Oregon's Sen. Richard L. Neuberger and California's Sen. Thomas Kuchel, this year were successful in obtaining passage of a watered-down bill to make it easier for states to write rules and regulations limiting billboards on federal highways.

The bill certainly was a big step in the right direction.

But it left the initiative up to the states, offering them the incentive of 1/2 of 1 per cent of federal highway funds in addition to regular allocations, if the states met the standards set up in the federal law.

THE time is fast approaching when Oregon's legislature will be asked to pass an Oregon law to take advantage of this.

It should do so, we strongly feel, with decisiveness and dispatch.

Oregon has more to gain, and more to lose, by action or inaction than most states. It has unmatched scenery, it has a burgeoning tourist trade, it has new highways as yet only lightly scarred by the encroachments of billboards.

THE Oregon Highway Interim committee, after a study of highway and park needs, is quoted as saying "there is not yet sufficient information available upon which a proper decision concerning legislation (on billboard control) could be made."

The Oregonian calls this "patently absurd." The Oregonian is right, but doesn't go far enough. What added information is necessary, for Pete's sake? We all know what billboards are, don't we? We all know what they do to scenic highways, don't we?

IF THE legislature succumbs to the billboard lobby, and fails to act, or acts only in a stop-gap and half-hearted manner, the state stands to lose.

If, however, it acts forthrightly and strongly, to place Oregon in the forefront of states which are going to protect their scenery for tourists and residents alike, going to serve notice that tax-built highways are not going to be subsidized alleyways for the promotion of beer, buns and Band-Aids, the state stands to gain.

It's as simple as that.—E. A.

Dennis the Menace



"HOO WEE! IF YA THINK THAT'S BAD, SMELL THIS ONE!"

'Managing People' Seen Future Task In Forested Areas

San Francisco—(UPI)—Walter H. Reed president of the Western Forestry conference, said today the problem of managing people will equal that of managing forests in the next few decades.

Reed, chief forester for the Collins Pine Company of Chester, Calif., (a company affiliated with Elk Lumber Co. of Medford) made the statement in the opening address of the conference's 49th annual session.

"If we seem crowded today in California with 14 million people, think what it will be like in 1975 with 28 million people," he said. "Forty per cent of the future U. S. population is expected to set up housekeeping in the West."

Reed said this would mean less acreage available for forests, plus intensifying pressures for water, timber supplies, recreation, mining and grazing. He recommended that "we must demonstrate tolerance of multiple use."

"We must inform the public about basic forest values," he said. "We must not lock up timber for single-use groups to the economic detriment of an entire area."

Forestry counsel H. R. Glasscock Jr. told the convention that despite a vigorous year of outstanding accomplishment in western forestry, storm clouds loomed on the horizon in 1958 include a growing timber taxation problem, some resurgence of insect attacks and renewed attacks by groups seeking to zone forest areas for single use or restricted use.

Asks Multiple Use
Glasscock also called for the practice of multiple use

Signs of Kremlin Split Seen Over Tough Berlin Policies

By STEWART HENSLEY
Washington—(UPI)—American authorities said today there is some evidence to suggest a split among top Soviet leaders over Soviet Premier Nikita Khrushchev's tough Berlin policy and his handling of some other foreign policy matters.

They reported credible signs in recent weeks that some members of the Soviet Politburo are challenging the wisdom of Khrushchev's action in forcing the Berlin crisis, including his ultimatum to the Western Allies to get out of the city within six months.

There also is evidence, these sources said, that the two Russian delegations engaged in disarmament negotiations with the West at Geneva are not getting clear-cut directions from Moscow at this time.

Serov Show-Down Victim
A power struggle in the Kremlin could explain the sudden removal of Gen. Ivan A. Serov as chairman of Russia's state security committee, the top police job in the country, authorities said.

Serov may well have been a casualty as Khrushchev and his opponents jockeyed for position in preparation for a policy showdown, they added. They pointed out that in power contests among officials in an authoritarian country the chief of the secret police frequently falls by the way because one or another of the disputants doubts his loyalty.

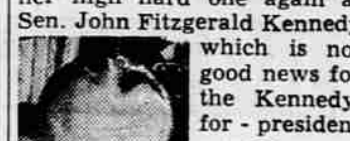
There still is a considerable degree of collective leadership at the top in the Soviet Union, officials said, despite appearance sometimes that Khrushchev is running a one-man show. And the possibility of a shakeup in the Kremlin is never ruled out here.

The intelligence reaching Washington suggests that some Politburo members feel that Khrushchev's probing actions at the Western defense perimeter and his tough attitude on Berlin are strengthening the anti-Communist front.

Colleagues Fear War
There also are indications some of Khrushchev's colleagues fear he is courting the

Mrs. Roosevelt Once Again Comes Out Against Sen. John Kennedy as Candidate

By LYLE C. WILSON
Washington—(UPI)—Mrs. Eleanor Roosevelt has thrown her high hard one again at Sen. John Fitzgerald Kennedy which is not good news for the Kennedy-for-president managers.



The occasion this time was last Sunday's TV College News Conference (ABC). That made it three times in nine months that Mrs. Roosevelt publicly has challenged the senator's fitness to be president.

First was last March in a Saturday Evening Post article which the magazine headlined like this: "Mrs. Roosevelt tells about her disagreement with the former President Harry S. Truman and about the unheeded advice she gave Adlai Stevenson. As for the current front runner, young Sen. Kennedy, she takes a dim view of him."

Mrs. Roosevelt charged that Kennedy had avoided taking a stand on the issue which she defined as "McCarthyism." She acknowledged that Kennedy was ill and hospitalized in 1954 by a World War II injury and, therefore, could not have been present in the Senate when the votes were taken on the McCarthy issue.

forestry.
"Cooperative effort is the answer to our problems," he said. "Private and public forest agencies have more in common than they have in controversy."

The year's top award for achievement in western forestry went to Charles S. Cowan of Seattle, Wash. The Forest fire expert retired last April after serving 31 years as manager of Washington Forest Protection association.

Some 500 forest managers and tree farmers from 11 western states and British Columbia are attending the conference, which ends on Friday.

Authorities attempting to track down persons responsible for the bombings. But because some doubt exists about extent of the F.B.I.'s authority in cases of this kind, Congress may be asked at the coming session to make it a federal crime to transport explosives in interstate commerce for the purpose of damaging religious or educational buildings. Dynamite used in such bombings would be presumed to have been brought across state lines.

Cracking down on hate literature is harder. Use of the mails to transmit indecent matter is prohibited, and the term "indecent" has been defined to include "matter of a character tending to incite arson, murder, or assassination." A proposal now under

discussion would extend the definition to include matter of private property. Another proposal would bar the mails to material defaming racial or religious groups. The trouble is that such prohibitions might some day be used to suppress legitimate criticism.

In the end, public revulsion may do more than legislation to put an end to acts of sheer hate like the school and synagogue bombings. When all southerners realize that denunciation of dynamite crews and hate cabals does not entail acceptance of racial integration, public opinion may become so aroused that the fanatics and extremists will no longer dare to go against it.

Schools Blasted
The Atlanta temple bombing, Oct. 12, caused \$200,000 damage. Only a week earlier, the high school at Clinton, Tenn., suffered even larger damage from explosion of three charges of dynamite. An integrated school at Osage, W. Va., was virtually destroyed in the same way on Nov. 10. In the past year or so, dynamite blasts have also damaged Negro or integrated schools or Jewish synagogues or community centers in Chattanooga, Jacksonville, Miami, Nashville, and a few places outside the South. Each bombing has been followed by a rash of telephoned bomb threats or warnings.

Most of the hate literature flooding the South has come from outside. It has been estimated that around two score monthly or semi-monthly publications are currently in the business of fomenting racial or religious animosity. Those now circulating in southern states include several put out by old-line anti-Semitic agitators. Inflammatory handouts, flyers, and pamphlets supplement the other publications.

New Audience
Fears generated by the Supreme Court's desegregation ruling offered a fresh field for exploitation by anti-Jewish fanatics. The extremists attracted a new audience simply by adding Negroes to the list of those they disliked. And the audience was expanded as the result of a shortage of native literature to support the White Citizens Councils that spread over the South. Members of the councils were segregationists rather than hatemongers, but a lot of the printed material imported to promote the cause was as much anti-Jewish as pro-segregationist.

Given the intense hostility to school integration that exists in a large part of the South, it is logical to assume that publications lashing out at Negroes and Jews bear some of the blame for the recent terrorist acts. However that may be, the outbreaks of violence have dismayed most southern leaders and caused them to repeat earlier warnings to avoid lawless acts in fighting desegregation.

May Need Legislation
The F.B.I. has been cooperating with state and local au-

thorities attempting to track down persons responsible for the bombings. But because some doubt exists about extent of the F.B.I.'s authority in cases of this kind, Congress may be asked at the coming session to make it a federal crime to transport explosives in interstate commerce for the purpose of damaging religious or educational buildings. Dynamite used in such bombings would be presumed to have been brought across state lines.

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She complained, however, that when Kennedy was asked about the matter two years later he had not, in her judgment, stated where he stood. She opposed, therefore, the 1956 effort to nominate Kennedy for vice president.

Kennedy Sought Support
Mrs. Roosevelt's Saturday Evening Post article related that Kennedy sought her support in 1956 for the Democratic vice presidential nomination and that she then asked him his position on McCarthy.

"He replied," she wrote, "in about the words he had previously said in talking to reporters, saying that the McCarthy condemnation—1954 censure vote was 'so long ago' that it did not enter the current situation. But he did not say where he stood on the issue and I did not support him."

In her book, "On My Own," published this year, Mrs. Roosevelt returned to the subject of Kennedy and McCarthy.

She acknowledged in the book that she may have mis-

understood Kennedy when she discussed with him his attitude toward the late Joseph R. McCarthy. She said several persons called on her after the Post article appeared to say that Kennedy felt he had been misquoted or misunderstood in their conversation. A footnote in Mrs. Roosevelt's book invited Kennedy publicly to correct the record if he had been placed in a false position by what she has written.

In her TV appearance, Mrs. Roosevelt was asked how she and other liberals would vote in a presidential contest between Kennedy and Nelson A. Rockefeller, New York Gov.-elect of New York. She replied she hoped no such choice would be made, adding that she would do all she could "to have us (the Democrats) nominate for president someone at least, who we felt did not have any of the difficulties that might possibly come up if Sen. Kennedy were nominated."

Packed a Wallop
Mrs. R. did not mention the McCarthy issue on TV, but

her words packed a lot of wallop. She called Kennedy a charming young man whose father had been spending oodles (her word) of money all over the country and in whose behalf there probably now is a representative in every state.

She summed up, however, by saying she did not want in the White House a president "who understands what courage is, and admires it, but has not quite the independence to have it."

There is reason to believe that Kennedy's position on McCarthy is firmer than Mrs. Roosevelt suspects and, perhaps, not far from her own. It appears, however, that the young senator must state it publicly to convince her, if he desires to do that.

Beyond dealing with the senator, Mrs. R. opined that Stevenson, a two-time loser, would not be nominated again. Her 1960 choice as of now appears to be an ambitious and aggressively able Minnesota Democrat, Sen. Hubert H. Humphrey. Humphrey also is young, 47 years.

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