

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
Jan. 9, 1949 (Sunday)

Two Ashland officials de-
posed by Mayor Tom Williams
are reinstated by the city
council.

Dr. Charles Lemery is elect-
ed president of the medical
staff of Community hospital.

30 YEARS AGO
Jan. 9, 1919 (Monday)

Jackson county returns to
the bounty system in an ef-
fort to decimate the local
coyote population.

From Arthur Perry's "Ye
Smudge Pot" column: "Law-
yers gathered at the court-
house the 1st of the week.
They talked about being par-
tially adverse, but didn't act like
it."

30 YEARS AGO
Jan. 9, 1929 (Wednesday)

A drive is launched against
Oregon vehicles with Cali-
fornia licenses.

Ray Coleman is named
justice of the peace in Jack-
sonville.

40 YEARS AGO
Jan. 9, 1919 (Thursday)

The state highway commis-
sion declines to make per-
manent improvements for Pa-
cific highway over the Siski-
you.

Warm winds and rain break
the cold spell.

What's Your I.Q.?

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

1. A race in which teen-age
boys and girls contest as driv-
ers of their home-built ve-
hicles, is called what?

2. Under which two Presi-
dents did William H. Seward
serve as Secretary of State?

3. Of what race was Go-
liath?

4. What statue surmounts
the dome of the United States
Capitol building in Washing-
ton?

5. Two Presidents of the
United States were West Point
graduates; name them.

6. Who tried to fetch water
in a sieve?

7. When the kingdom of
Italy was established, what
city was its capital?

8. Between which two
States does Lake Champlain
lie?

9. Name the theater where
most of Shakespeare's plays
were presented during his life-
time.

10. The Speaker of the U.S.
House of Representatives this
year is Joe Martin; true or
false?

Answers: 1. Soap Box
Derby; 2. Lincoln and John-
son; 3. Philistine; 4. Statue
of Freedom; 5. Ulysses S.
Grant, Dwight D. Eisenhower;
6. Simple Simon; 7. Florence;
8. New York and Vermont; 9.
Globe Theater; 10. False.

LIGHTNING HITS BUS

Avefino, Italy—UPI—A trol-
ley bus with 50 passengers
was set on fire by a lightning
bolt Thursday night. A fire-
man who happened to be pass-
ing by seized a fire extin-
guisher from a gasoline station
and put out the fire. Four
persons received minor burns
and bruises.

Tour de Force

One of the most amazing journalistic tours de force in recent years was accomplished by the New York Times during the 17-day newspaper strike in New York City, which closed down all the city's major papers.

Some of the effects of the strike were described here the other day. But one of the most interesting results of the strike was what the Times did about it.

In an edition a few days after the strike the Times published a two-page "edition" for each day of the strike.

THE Times, while it is not the largest U.S. daily, is a wealthy paper, and regarded as one of the most conscientious and complete in the world.

So, rather than laying off its news and editorial employees during the strike, it kept them on the job. Each day a "paper" was prepared, through all the processes right up to printing. Editorials were written, stories covered, the weather reported, pages laid out.

Much of this news content was broadcast over radio and television stations, but that was less the Times' objective than to continue its long tradition as "the newspaper of record," which carries "all the news that's fit to print."

THEN, after the strike was over, these phantom papers were boiled down, condensed, and the most important stories picked out for the two-page "make-up" editions.

The result was 34 pages of pure fascination. The news—local, national and international—was printed just as it would have been had the papers been published, in a condensed version. Each was dated as of the day it would have been printed had there been no strike. The stories were written in the "today" style familiar to newspaper readers.

The result was eerie. Here were fresh, new stories, immediate and important, just printed, which had happened nearly a month before. Here was "today's" weather report—chronicling long-gone rainfall figures and temperatures. Here were editorials extolling the virtues of Christmas and New Year's—printed fresh in the first week of January.

PROBABLY no other paper in the free world could have done what the Times did. It showed again that newspaper's sense of responsibility, of dedication to what it feels is its role in recording history as it happens. It showed to what lengths and to what expense the Times is willing to go to fulfill that function.

And it is another example of the enterprise which has made what Time magazine snidely calls the "good, gray Times" one of the great newspapers of the world.—E.A.

He Was Consistent

Gov. Holmes was consistent this week when he commuted the death sentence of Billy Junior Nunn to life imprisonment.

Earlier in his term, before the election at which the death sentence repealer was defeated, he had commuted the death sentences of two other convicted murderers, George Sack and James Norman Jensen. Had he allowed Nunn to die, there would have been a gross miscarriage of justice, for each of the three is equally guilty.

Whatever may be said about Bob Holmes' term in office, it would be difficult to maintain that he has lacked courage, or high principle.

And whatever one's views about his success as a governor, one will have to grant his consistency, and his adherence to his own Christian beliefs in commuting Nunn's sentence.—E.A.

Whose Park?

We're used to California trying to swipe Crater Lake away from Oregon.

But we're darned if we're going to let Klamath Falls swipe it away from Medford.

Sure, Crater lake is in Klamath county, and we also acknowledge that the Pelican city is a bit closer to the national park than is Medford.

BUT that doesn't give Florence Jenkins, a member of the staff of the Klamath Falls Herald and News, the right to claim that it's "way over the hills from the Rogue River Valley."

This statement is contained in a little piece she wrote for the Klamath paper the other day, commenting on an article in the Oregon Business Review, which in turn reported on the tourist industry in the Rogue valley.

(The latter article, incidentally, will be reprinted in the Mail Tribune shortly.)

LET'S not belabor the point—Crater Lake National park belongs, not only to Medford AND Klamath Falls, but to the entire nation.

But about this "over the hill" business, Florence, remember that park headquarters are located in Medford during the winter, that Boundary Springs in the park itself are the headwaters of the Rogue river, and that available statistics indicate that more people enter or leave the park through the southwest (or Medford) gateway than through the southeast (or Klamath Falls) gateway.

But we'll not be chintzy, Flossy. You're welcome to visit our park any old time you want to.—E.A.

Dennis the Menace



"Why of course you can stay for dinner, Dennis... if you like spinach, carrots and lots of good, fresh milk!"

Washington Report

By WILLIAM S. WHITE

STRAUSS AND THE BUDGET

Washington—Behind a great deal of loudly dramatic—and undeniably important—maneuvering over

Senate filibuster rules and so on, the opposing forces are marshaling for the quiet, "gut" battle of the new Congress. This is the battle of the budget.

It is dull, yes; but it is the payoff. President Eisenhower is represented as determined to hold Federal spending for the new fiscal year, which opens next July 1, to around \$77,000,000,000. This is a figure of conservatism—and even of retrenchment. It reflects the President's sharp turn, late in his Administration, toward the old-fashioned rather than the liberal Republican view he used to lead.

As is usually so in the bread-and-butter issues, the coming struggle is bipartisan rather than strictly between the two parties. The greatest single force on the President's side—if he goes through with his resolve to hold down Federal spending—will be the powerful right-wing Virginia Democrat, Sen. Harry Flood Byrd.

Byrd has the good virtue of really meaning it when he clamors for economizing.

INDEED, Strauss—an old and unapologetic associate of Mr. Hoover and the first absolutely authentic "Hoover man" to enter the Eisenhower Administration at the top—may become the determining factor in the whole affair.

He has not come into the Cabinet merely to "get along." He is quite rich enough not to have to keep any job. And he has a passionate belief in fiscal solidity—however outdated many may believe this concept to be. In short, his influence will be cast, always and without a tremor, toward holding the line.

It would be an odd irony if this old Hoover admirer—this trusted friend of the late Senator Robert A. Taft, Mr. Eisenhower's great rival for the 1952 Presidential nomination—should more nearly than any other personify the Eisenhower Administration in this, its last phase.

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She Gets Frustrated

To the Editor: While your paper is very informative and I enjoy it very much, I do have one complaint to make. Every night when I read the paper I get so darn frustrated! I always read the quotes from the news and the captions under the pictures and usually there is something there which catches my interest.

I search frantically through the paper for a long time trying to find the story, which I usually don't. I realize that you are not always at fault, or that sometimes you cannot obtain the story.

However, it would be particularly helpful if you could include the page number of the story with the picture or quote, when you have it.

Nancy Jane Duncan
Age 14
1500 Terrace dr.
Medford.

Thanks for Blood

To the Editor: I am writing to express my sincere appreciation to the many friends from Jackson, Klamath and Lake counties who have donated blood for me during the past few months.

Many have given at the local Red Cross blood bank, 16 giving Dec. 17, and others who have donated at the Veterans hospital in Portland. To all of you I say, thank you.

Haskell O. Holt
Veterans Administration Hospital
Sam Jackson Park
Portland 7, Ore.

From Ex-County Clerk

To the Editor: Political defeat and death have one distinction in common: i.e., they are both so final. Thank you for my "percentage" of the postmortem eulogy in the editorial column of Jan. 7.

This I would like to convey to you and the people of Jackson county. Of course, there are heartaches, a little heartbreak; many frustrations, countless disappointments; there is much disillusion. One discovers that in politics as it is practiced, one never quite realizes that he has yet to completely plumb the depth of "man's inhumanity to man," or the utter "smallness" that infests some of the human race.

But the complicated problem of local government, its weaknesses, its inequities; the demands of "the people" and subsequent cost, will not be solved by the shrugging of the shoulder with an exclaiming "that's politics."

It has been a rare privilege, for which I am profoundly grateful, to have had the opportunity to take over a public office and do what so often in past years I declared I'd "do if I were in that office."

In spite of misinformation "floated" by the uninformed, and antagonistic opposition displayed by a reactionary few, I was able to carry to a satisfactory culmination a well-balanced program of reorganization and modernization.

I know that what I accomplished was worthwhile and of lasting benefit to my county. I also know, and can prove, that this good has been achieved at a minimum cost to assure a continuing maximum saving to the county, regardless of who occupies the clerk's position.

To you, the editor of one of the three Jackson county papers that supported me; to your courteous and intelligent sympathetic reporters; and to many friends in both political parties, thanks very much!

Bereth P. Hopkins
Citizen—Taxpayer

VESSEL PRESUMED LOST

Kingston, Jamaica—UPI—The 49-ton motor vessel Summer Rose and its five Jamaica crewmen are 12 days overdue on a voyage here from Grand Cayman island and are presumed lost, port authorities said today.

Retiring Public Utilities Commissioner Discusses S.P. Rail Freight Dispute

Editor's note: The following discussion of the background of the recent reduction put into effect by Southern Pacific railroad on freight rates from this area into southern California and Arizona was written by Howard Morgan, who Monday will complete his tenure as public utilities commissioner for Oregon. It is part of a letter addressed to the editor of the Grants Pass Courier in reply to criticism of Morgan's office in connection with the freight rate case.)

By HOWARD MORGAN
Beginning After World War II the Southern Pacific railroad, in company with all other

railroads, requested a series of freight rate increases from the Interstate Commerce Commission which in the intervening period have now totaled something like 125 per cent increase above the immediate post war level. These rates were granted by the I.C.C. on a permissive and not a mandatory basis.

This means the railroads were free to apply the increases or to withhold the increases depending on the railroads estimate of the competitive situation. Thus, for example, the railroads adjacent to the Columbia river withheld all such increases on west-bound grain and eastbound petroleum products because of the competition of barge lines operating on the river.

The Southern Pacific, however, saw fit in its wisdom to apply all of the rate increases on lumber out of southern Oregon into the southwest territory. It thereupon requested the California Public Utilities Commission to increase California intrastate rates between the northern California lumber districts and the housing markets in the vicinity of San Francisco Bay and Los Angeles.

Increase Refused
The California Public Utilities Commission refused to grant these increases for the obvious reason that it wished to give northern California lumber producers an advantage over southern Oregon producers, thus giving the California economy an added shot in the arm by keeping lumber prosperity confined within the state.

Now no one can blame the Southern Pacific for stumbling into a situation of this kind the first time it happened. But the first instance of this kind should have been and was a warning to the

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.

Share Reservations
It is interesting to note, however, that a good many

thoughtful lumbermen both on the coast and at interior points, shared the reservations of these competing carriers for one simple reason: There are a few businessmen who after more than a century of transportation history are aware that when competition in the transport field has been obliterated they may look forward to the certainty of increased rates, and these thoughtful individuals are not so prone to bet their shirts that the short-run advantage of a rate designed to destroy competition will not turn into a long-run disadvantage to the shippers.

The Interstate Commerce Commission failed, within the time legally at its disposal, to determine whether the proposed reduction was in truth beneficial or destructive to Oregon shippers and only time will tell. The answer rests, like the responsibility for the entire situation in the first place, with the policies of the Southern Pacific railroad.

As a consequence of all this the Southern Pacific in early 1958 proposed an interstate rate reduction so drastic as to give strong indication that it was designed to trample the Southern Pacific's competition to death. There is abundant evidence that this drastic reduction was intended not merely to recapture some of the traffic or to restore the parity which had previously existed, but was intended to eliminate all forms of competition in the movement of lumber. This proposed rate was naturally opposed by northern California lumber producers for purely selfish reasons and by both private and for-hire truck operators and water carriers for similar reasons.

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Editorial Comment

IT HAS BEEN FREE OF SCANDAL

When Robert D. Holmes was elected governor of Oregon in 1957 he was the first Democrat to be chosen for the office since the election of Gen. Charles Martin in 1932.

As the conclusion of Gov. Holmes' service draws near it is interesting to consider what he accomplished as against the goals he set for his administration.

Between the time of his election and taking of office, Mr. Holmes told us, "I'm going into this with my eyes wide open. Both the Democratic party and I will be on trial. Over many years the Democrats have criticized republican administrations in this state. Now we have, at last, been given an opportunity to put into action what we've been preaching. I know that if I stub my toe any place along the way the Republican editorial pages of this state are going to crucify me. I am determined that there will be no scandal in my administration."

Two years later, a review of the Holmes administration shows that editorial page criticism of the governor has been limited to what the press considered errors of judgment. In some cases the criticism was justified. In others it was prompted by politics and had little justification. But, most important of all, there has not been an iota of scandal in state government under the Holmes administration.

We cannot avoid comparing that record with some stories that are coming out of the state of Washington. Under the administration of Albert Rosellini the state purchasing department is under investigation following discoveries by a newspaper staff of some serious irregularities. And in recent days another newspaper has indicated that it is about to "blow the lid off" some irregularities in state liquor commission operations.

What a contrast this is with the fine record of the Oregon Liquor Commission, all of whose members were appointed by Gov. Holmes.

Gov. Holmes is guilty of some errors in judgment, as were all of his predecessors. But he and those he appointed to administrative positions have been as clean as a hound's tooth. To those who answer, "Well, why shouldn't it be that way? Shouldn't we expect that of the people we elect and those they appoint?" we suggest that they consider the scandals that have been discovered in many state governments in recent years and some that have occurred in federal government under an administration that was pledged to be "as clean as a hound's tooth."

Gov. Holmes isn't likely to get much credit from the Oregon press for this record. But he will, we hope, have considerable personal satisfaction from it.—Pendleton East-Oregonian.

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