

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
Jan. 21, 1949 (Friday)
The Jackson County Republican Central committee plans an organizational meeting in the Medford armory.

20 YEARS AGO
Jan. 21, 1939 (Saturday)
Rogue Snowmen announce a membership campaign to help develop winter sports areas in southern Oregon.

30 YEARS AGO
Jan. 21, 1929 (Monday)
The Legislature is to vote on a bill designed to consolidate state departments in the interests of economy.

40 YEARS AGO
Jan. 21, 1919 (Tuesday)
A drive will be launched here Feb. 17 for the relief of starving Armenians and Assyrians.

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

1. Who said, "I have nothing to offer but blood, toil, tears and sweat?"

2. What measurement of time is reckoned by the length of time it takes the earth to circle the sun?

3. The earth is divided into five grand divisions, or zones, in respect to latitude and temperature; name them.

4. What notable event occurred in Ford's Theatre, Washington, D.C.

5. What offering did Abraham offer up to God, in place of Isaac, his son?

6. Possession is said to be what proportion of the law?

7. Of what objects are these the names: Newton's, Halley's, Donati's?

8. What is alluvial soil?

9. What cat faded away until only its smile could be seen?

10. Who "goeth about as a roaring lion, seeking whom he may devour?"

Answer: 1. Winston Churchill. 2. The year. 3. Torrid, North and South Temperate, and North and South Frigid. 4. President Lincoln was shot there. 5. A ram. 6. Nine points. 7. Comets. 8. Soil deposited by running water. 9. The Cheshire cat. (Alice in Wonderland.) 10. Satan.

Migratory Workers

Migratory workers constitute an important segment of the labor force in Oregon, coming here during the harvest season.

Marion county receives the largest number of them, where they work in the bean fields and cherry orchards. Malheur county is second.

In Jackson county there are fewer. Last year, according to the report of Howard Bush, chairman of the migratory labor committee of the Jackson County Fruit Growers league, Jackson county had 1,128 migratory workers referred here for work, of whom 528 arrived, and 399 stayed on to work in the pear orchards.

THE problems of the pear orchardists regarding harvest workers are a bit different from those of, say, bean growers or hop farmers. Pear picking requires a certain amount of skill and care; it is hard, arduous work, and certainly more hazardous than picking strawberries or beans.

The business of rounding up enough people to harvest the pear crop is a perennial headache.

First of all, the orchardists attempt to hire all the local people who are in the labor market. After that they frequently employ the migrants, who often are unsatisfactory and who sometimes just don't show up. When all else fails, they can bring in Mexican nationals, at a higher cost and under certain rigid regulations.

THE local labor supply is sometimes uncertain, and during a late harvest the start of school complicates things. In years when the economy is good, not all those who have worked in the past want to go back into the orchards.

All these facts make the pear growing business one of many uncertainties and, combined with the ever-present gamble with the weather, considerable risk.

Among their other problems, the conscientious growers also feel some responsibility for the migrant workers and their welfare.

The situation, while not as serious in Jackson county as it is elsewhere in the state, is certainly one which must be faced.

THE state bureau of labor and the legislative interim committee on migratory labor have studied the problems involved over the past two years, and between them have come up with a report which has been called the "most extensive and comprehensive study of migrant labor ever undertaken."

It came to three principal conclusions:

1. Migratory labor is vital to the economy of Oregon.
2. Migrants are needed in many crops in most parts of the state.
3. There is no foreseeable end to the need for or use of migratory labor.

Based on these conclusions, the report goes on to detail some of the problems of the migrants themselves, and contains six recommendations which are being submitted to the legislature.

THE six are:

1. Licensing of labor contractors and registry of crew leaders.
2. Standards for safety in motor vehicle transportation of workers.
3. Minimum housing and sanitation standards.
4. Provision for tax relief for construction of farm housing.
5. Appropriation of \$50,000 to finance a pilot program for education of children of farm migrants.
6. Continuing and strengthening of the governor's interagency committee on migratory labor.

The recommendations are designed to provide a minimum program, and make no pretense of solving all the problems arising from migratory labor forces.

BUT it is a step. After all, of the state needs them (and it appears to be provable that it does), then we have some responsibility, both to the workers themselves, and to their employers, to make solutions easier.

Minimum standards of safety and sanitation and housing are a "must" if we are to fulfill this responsibility.

And in a society which is predicated on the literacy and education of all, migrants' children should be provided with at least basic educational facilities.

ENTIRELY aside from humane considerations, there is a practical aspect, too. In the year ending last February, a total of \$384,796 in public welfare funds was expended for aid to migrants and their families.

Whatever can be done to improve living and working conditions, standards of living, and education, will in the long run be of benefit to the state at large.

And that is true not only on a public welfare dollars-and-cents basis, but also on a basis of equity, of attitude, and of the overall basic health of the state and its economy.—E.A.

Dennis the Menace



"BUT WHY WOULD YOU BUY A BROKEN LAMP? AND WHY WOULD YOU PAY FULL PRICE FOR A BROKEN... OH..."

Wilson Discusses Inflation, Eyes Continuing Shrinkage of Dollar

By LYLE C. WILSON

Washington—(UPI)—The stake of the common man in President Eisenhower's effort to balance the federal budget by reducing the deficit is this:

To prevent the dime in the common man's pocket from shrinking to pennies. The record to date suggests—almost assures—that the budget will not be balanced and that the common man's dime will continue to shrink. This shrinking process has been going on for some time.

In the span of 20 years, 1939-1959, the common man's dime shrank to the value of less than a nickel. Assuming that the U.S. dollar was worth 100 cents on Jan. 1, 1939, it is worth less than 50 cents today. Senate Finance Committee experts estimate actually that the purchasing power of the 1939 dollar had been reduced by half by 1957 when its value was calculated to have been 49.4 cents.

Economic Disease
This shrinkage of the purchasing power of money is the warning symptom of a dreadful economic disease called inflation. This disease is deadly, like cancer, but with a difference. Cancer kills individuals whereas inflation kills nations. Inflation destroys a nation's way of life, leaving ruin, starvation and physical disease in its stead.

The causes and cure of inflation are disputed. One of the causes, however, generally is agreed to be the consistent deficit budgets of the U.S. government. A deficit budget is one in which the government spends more than it receives, borrowing the difference to pay its bills. Over the past 30 years,

there have been so many deficit budgets that the interest charge on government borrowings will exceed \$7.6 billion this year. During the next fiscal year, for which Eisenhower submitted a new budget this week, the Treasury will pay out more than \$8 billion just for interest on borrowed money.

Responsibility Divided
Government spending is out of hand, seemingly uncontrollable. Responsibility for this is divided. The President proposes that the Congress do certain sums shall be appropriated and spent. Congress may appropriate more or less than the sum proposed. The President, in some instances, may spend all or less than the sums appropriated.

This division of authority makes it difficult for the common man to establish the blame for over-spending or, for that matter, for under-spending. There is no difficulty, however, in determining who takes the mortal rap for spending sprees, unbalanced budgets and the inflation which comes with them.

Common Man Takes Rap
The common man, the un-common man and their children and womenfolk take the rap for that, a paralyzing punishment. These deficit budgets persist despite unexampled taxation. The Institute of Life Insurance recently calculated that over the years 1950-59 government revenue would total \$610 billion, most of it in the form of income taxes. That compares with a total of \$410 billion of tax money collected by the U.S. government from its beginning in 1789 through the 1949 fiscal year.

Taxes cannot be reduced until public pressure compels the President and Congress to cut government costs, way down.

Local Man Author Of Post Story
Calvin Patterson, Medford, is the author of a short story in this week's issue of the Saturday Evening Post, which went on sale at newsstands yesterday. Entitled "Dynamite Dalton," the story is based on a logging incident which took place in the Roseburg area, where Patterson formerly lived.

Patterson, a disabled veteran of World War II and the Korean conflict, came here from Roseburg last April. The author is out of the city at present to do research for another story, but his wife reported that the Post story was the first he had ever written, and that he sold it on his first "try," although he re-wrote the material under the magazine's direction. He had completed a correspondence course in short-story writing and according to Mrs. Patterson, wrote the story with the Post in mind.

The author was a logger when drafted into the Army in 1941. He was rearred and went to school at Ten Mile, a community near Roseburg. The Pattersons, who live at 201½ Crater Lake ave., have two sons, Mike, 11, and Eddie, 3.

Today In Oregon History
(A Centennial Feature)

JANUARY 21, 1873
The first boat passed down through the Oswego canal from Tualatin River to Lake Oswego today. The boat was the steamer Onward, owned by Captain Joseph Kellogg. Two thousand bushels of oats and wheat were brought down on the steamer.

As prisoners clear the land, construct paths, build fireplaces, tables and benches, they will be doing work which could not be afforded otherwise. They will not be putting others out of jobs. They will, Miss Bratzel suggests, be taught "the satisfaction of honest work."

If prisoners refuse to work, they can be disciplined, under state law, and the days they refuse to work will not be counted toward the completion of their sentence.

The sheriff should see that qualified prisoners get the full benefit of supervised "outdoor exercise." — Oregon Statesman Salem.

Try and Stop Me
By BENNETT CERF

READERS INTERESTED in the early days of railroading will do well to consult August Mencken's "The Railroad Passenger Car." "Rails in the 1870's," recalls Mencken, "were constantly coming loose, and occasionally one of them would curl up through the floor of the car and transfix a passenger." Following an attempt to get some rest in an Erie sleeping car of the period, Horace Greeley protested to the head of the road, "I was left gasping like a netted fish on a hot sandbank."

Passengers in those days, in fact, rather expected an accident somewhere along the line. Porters instructed folks how to "place themselves, laying great stress on the importance of sitting diagonally in order not to receive the shock directly on the knees when the anticipated collision ensued."

When Zsa Zsa Gabor slipped on the ice during a personal appearance tour in Canada, the physician summoned discreetly reported, "Miss Gabor's fall bruised her somewhat and slightly injured her otherwise."

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Air Pollution Increases As Health Hazard, Money-Eater; Government Eyeing Control

By HELEN B. SHAFFER

Washington—Growing contamination of the atmosphere in American cities is costing everybody money.

More important, it is becoming a menace to public health. Eye-irritating smog in Los Angeles, or an occasional death-dealing fog like that in Donora, Pa., a decade ago, make headlines. But fouling of the air of any number of communities by daily discharges of poisonous fumes, from great swarms of automobiles or from industrial plants, is setting up a long-range threat to the physical well-being of their inhabitants.

Diseases Increase
The U.S. Public Health Service pointed last November to growing evidence that air pollution contributes significantly to the incidence of cancer of the lungs, trachea, esophagus, and stomach. Air pollution seems to be a factor also in some cases of heart

disease. Although full proof is lacking, the Public Health Service said there was reason "to suspect that breathing polluted air may have long-term effects on health surpassing in importance anything we can yet prove."

Effects on the pocketbook are easier to reckon. Extra cleaning and painting bills in sooty cities, losses in property values attributable to air pollution, public expenditures to control pollution, and outlays by industry to reduce it add up to an estimated \$7.5 billion a year.

Changes Said Cause
The spreading seriousness of air pollution results in part from population concentration that has already crowded 60 per cent of the country's people into 150 metropolitan centers. However, development of new industrial processes and the great expansion of automobile traffic are the direct sources of the pollution problem.

Black smoke belching from factory chimneys used to be the main air pollutant. Today the dangerous pollutants from industrial plants are invisible and odorless gases. Pollutants are being found in the atmosphere which were not present in industrial discharges before World War II, and further industrial developments can be expected to introduce additional contaminants.

Other Sources
Industrial activities are by

no means the sole source of air pollution. Domestic activities may be equally, or even more, at fault. Backyard burning of refuse contributes measurably to the pollution total. Flue-fed garbage and refuse incinerators in apartment houses are other culprits. The worst air poisoner for which individuals share the blame is auto exhaust. In Los Angeles, where industrial plants are under strict air pollution control, the largest remaining producer of smog is said to be the discharge from exhausts of the area's three million motor vehicles.

Control of air pollution started with smoke-abatement ordinances in Chicago and Cincinnati in 1881. Some 2,000 communities now have some type of control machinery, and nearly a dozen states have anti-pollution laws, aimed mostly to encourage local control. Los Angeles has the most elaborate local setup. It established an air pollution control district in 1947; has forbidden installation of pollution-producing equipment without a permit; requires plant shutdowns, or use of gas instead of fuel oil, when pollution levels approach the danger point; and has banned use of backyard incinerators.

Government Enters
The federal government entered the picture in 1955 when Congress authorized the Public Health Service to con-

duct research in air pollution, encourage state and local control activities, and give technical assistance. One of the principal federal activities is collection of air samples from 230 stations around the country for research purposes.

Authority for the federal program is due to run out next June 30, but Congress will be asked to extend and enlarge the existing mandate.

In the Day's News

By FRANK JENKINS

This week, while Oregon is waiting it out to see who will be its next secretary of state, might be a good time to give some serious thought to what is going to be done at this session of the legislature about taxes.

The tax problem is always a serious one, but it is possible that in Oregon it is more serious this year than ever before. What is done, tax-wise, in Oregon this year can influence Oregon's future development decisively—for better or for worse.

HERE is Oregon's situation, as of now:

It has a champagne appetite on a beer income. As Dr. Sly—the Princeton expert who was hired some time ago to prepare a report on how to keep Oregon's tax structure INDUSTRY-COMPETITIVE with the tax structures of other Western states—said in his first preliminary report, Oregon is a high service state.

Oregon people want these services. But they must be PAID FOR. They don't come for free. They must be paid for out of tax money. There is nowhere else for them to come from.

That fact must be kept clear in people's minds.

OREGON's present trouble is that it doesn't have enough to tax. It doesn't have enough industrial enterprises to pay property taxes, as well as income taxes.

It doesn't have enough job-holders to pay property taxes on their homes and income taxes on their taxable incomes.

AND—As Dr. Sly has properly warned—

If we upset the COMPETITIVE BALANCE—if we make the tax burden in Oregon out of proportion to the tax burden in other states—we won't get the added industrial development we need.

SOUTHERN Oregon, at least, has some very attractive industrial possibilities. Possibilities that could change our whole picture.

But—If the tax balance is upset, these possibilities won't be realized. The industrial development we hope for will go to SOME OTHER STATE, whose tax structure is more attractive.

Taxes are a part of the cost of doing business. They have to be looked at when locations for new industrial enterprises are being considered.

If Oregon's tax structure is permitted to get out of balance with the tax structures of competing states, Oregon will suffer through lack of industrial development.

That's about the long and the short of it.

Portland Traffic Expected To Triple

Portland—(UPI)—State Highway Engineer W. C. Williams said Tuesday motor vehicle traffic entering and leaving Portland every day would triple in the next 16 years.

Williams, explaining plans for an urban freeway here at a Kiwanis club meeting, said that in 1958 a total of 105,000 vehicles left the Portland urban area every day. In 1975, he said, 300,000 vehicles per day would be entering and leaving the city.

MOD Fund Show Slated in Ashland

Ashland—The March of Dimes Variety show will be held Friday, Jan. 23, at 8 p.m. at Southern Oregon college Churchhill auditorium.

Glenn Matthews, chairman of the show, announced that no admission charge will be made, but a collection will be taken to aid the drive.

Acts included in the program will be by persons from the Medford and Ashland vicinities and will include both public school and college students.

Ashland MOD chairman is Mrs. Jani Pace.



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Mrs. Litwiler

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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.

Asks Respect

To the Editor: I have noticed at the recent basketball games that although very enthusiastic during game time, the crowd shows very little school spirit and respect for our Alma Mater and fight song at the end. Students and adults alike should remain to the conclusion of these two M.H.S. traditions. Not only is it the students' obligation but also the parents who enjoy our sports and should participate in the activities connected.

To me this is in consideration for not only the team, but the Rally Squad and band as well.

Many of the parents are alumni of Medford High and should at least show enough respect to the students who attend now if not for the school itself. As members of M.H.S., the students have an obligation to stay and should do so.

We should all remember this for our next important conference game this week end and for all games to come.

Miss Carol Swan Senior 1705 South Pacific Hwy. Medford.

Centennial Benefits

To the Editor: May we offer a correction to Mr. Ernie Hood's statement published in Sunday's Communications column, that our Pioneer Banquet was the doing of Applegate Grange?

This event, held in Upper Applegate Grange hall last Saturday night, was the culmination of weeks of careful planning and work on the part of our Applegate Valley Centennial committee headed by Robert Sorber and composed of representatives of all the various organizations in the entire Valley including, of course, the Grange. We might add that it proved to be one of the most successful and enjoyable events ever held in the area, as everyone who attended will testify. Certainly much credit is due the committee and all who assisted them.

Conceived in the pioneer tradition of wholesome fun for the whole family, it commenced with a potluck seldom equalled for variety and abundance of good food including such toothsome viands as elk stew, fried chicken, venison, beef, bear meat, beans in a multitude of forms and varieties, hominy, succotash, hot potato salad, all manner of home made breads and rolls, and pies and cakes galore.

Not even a Centennial Cake was lacking, for there was one, resplendent in white icing, with an outline map of

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Bomber To Seek East-West Record

Washington—(UPI)—An Air Force RB66 reconnaissance bomber will try an East-West record between here and California today after setting one transcontinental record 24 hours earlier.

The bomber, powered by two General Electric turbojet engines, flew here from California Tuesday in three hours and 36 minutes for the record.

The plane, leased by General Electric from the Air Force, took off from Ontario, Calif., International Airport at 9:35 a.m. (PST) Tuesday and touched down at Andrews Air Force Base, Md., at 1:11 p.m.

R. J. (Dick) Scoles, GE's chief test pilot, was at the controls.