

MAIL TRIBUNE

"Everyone in Southern Oregon Reads The Mail Tribune"
Published Daily except Saturday by
MEDFORD PRINTING CO.
33 North First St., Ph. SP 2-6141

ROBERT W. RUIHL, Editor
HERB GREY, Advertising Manager
GERALD LATHAM, Business Mgr.
ERIC W. ALLEN, Jr., Circulation Mgr.

Subscription Rates
By Mail—In Advance, Copy 10c
Daily and Sunday—1 year \$15.00
Daily and Sunday—6 mos. 8.00
Daily and Sunday—3 mos. 4.25
Sunday Only—1 year \$4.20

By Carrier—In Advance—Medford, Ashland, Central Point, Eagle Point, Jacksonville, Gold Hill, Phoenix, Sandy Cove, Rogue River, Talent and on motor routes. Daily and Sunday—1 year \$18.00
Daily and Sunday—6 mos. 10.00
Daily and Sunday—3 mos. 5.50
Carrier and Dealers—copy 10c
All Terms Cash in Advance

Official Paper of City of Medford
Official Paper of Jackson County
United Press International
Full Leased Wire
MEMBER OF AUDIT BUREAU OF CIRCULATION

Advertising Representative:
WEST HOLIDAY CO., INC. Offices in New York, Chicago, Detroit, San Francisco, Los Angeles, Seattle, Portland, St. Louis, Atlanta, Vancouver, B.C.

NEWSPAPER PUBLISHERS ASSOCIATION

NATIONAL EDITORIAL ASSOCIATION

Flight 'o Time
Medford and Jackson County History from the files of The Mail Tribune, 10, 20, 30, 40 and 50 years ago.

10 YEARS AGO
Feb. 20, 1949 (Sunday)
Gov. Douglas McKay and Congressman Harris Ellsworth are to speak at the Camp White domiciliary dedication ceremonies today.

20 YEARS AGO
Feb. 20, 1939 (Monday)
A total of 617 persons visit Crater Lake national park, most of them being interested in winter sports.

30 YEARS AGO
Feb. 20, 1929 (Wednesday)
The Medford city council paves the way for a park atop Roxy Ann.

40 YEARS AGO
Feb. 20, 1919 (Thursday)
Fish are being caught in the Rogue river with worms. Banks prepare to close Saturday in recognition of Washington's birthday.

50 YEARS AGO
Feb. 20, 1909 (Saturday)
A banquet is planned for the Crater Lake road boosters on their return from Salem.

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

1. Who is the new Chairman of the U.S. Senate Foreign Relations Committee?
2. Male bees cannot sting, true or false?
3. Who wrote "The Legend of Sleepy Hollow"?

4. Complete the quotation, "Laugh and the world laughs with you..."
5. In the history of American musical composition, who was known as "the march king"?

6. What Strait is at the south tip of South America?
7. What does I.Q. mean?
8. Which of these instruments is used to measure wind velocity: barometer, speedometer, anemometer?

9. Little Nell is the heroine of which Charles Dickens novel?
10. The science of races of man is known as e-----y?
Answers: 1. J. William Fulbright. Ark. 2. True. 3. Washington Irving. 4. "Weep and you weep alone." 5. John Philip Sousa. 6. Strait of Magellan. 7. Intelligence Quotient. 8. Anemometer. 9. "Old Curiosity Shop." 10. Ethnology.

SNYDER VS. SNYDER
Denver (UPI)—It was Wesley Snyder vs. Wesley Snyder Thursday in Municipal Court. Wesley E. Snyder of Lakewood, Colo., the defendant, was fined \$31 for his involvement in a traffic accident with Wesley F. Snyder of Littleton, Colo., the complainant.

What is 'Practicality'

Some individuals who are more concerned with saving money than with progress have singled out "pure research" as a target for their criticism.

They couldn't have picked a place which shows up their lack of information more seriously. Pure research, to be sure, is not angled at any single "practical" or immediate objective. It is simply a pursuit of man's curiosity about the unknown; a delving into nature's mysteries for the sake of increasing knowledge.

IT IS hit by the critics on the basis that there is no tangible benefit. They couldn't be more wrong.

All our scientific advances have come from "pure" research. Without it there is nothing for the "practical" scientist, the technician or the engineer to fiddle with and to translate into the tools and appurtenances of progress.

A government-sponsored project, for instance, may be to determine the mating habits of a relatively obscure insect. "Silly," scream the economy-minded congressman, "a waste of taxpayers' money."

And yet, out of this project, which may have cost several thousands of dollars, comes a method by which fruit-growers in Florida or California are saved millions of dollars every year through the elimination of a fruit pest.

IF MEMORY serves it was Charles Wilson, the unlamented former secretary of defense, who said something like "Who cares why grass is green?"

If Engine Charlie had boned up on his homework a little more he would have discovered that if scientists can discover why grass is green, they will probably have solved the mystery of photosynthesis, and unlocked the secret of why and how plants grow and are nourished—a discovery which can lead to a new revolution in a dozen branches of agriculture, chemistry and, eventually, industrial development.

ALBERT EINSTEIN was a mathematician—the "purest" of all branches of science in its more esoteric realms. He dug no ditches, built no automobiles, invented no new plastics. And yet, with a brain and a paper and pencil, Einstein has revolutionized mankind's concept of the universe, and, almost incidentally, formulated the theoretical formula (E=mc²) on which the entire structure of nuclear physics has been built.

The atom bomb, the nuclear submarine, the revolutions in agriculture, medicine and industry, all stem from that bit of "pure" scientific research.

JOSIAH WILLARD GIBBS is a name not many people have heard. He was a professor of mathematical physics at Yale university from 1871 to his death in 1903. He gained little fame during his lifetime.

A mild-mannered man, he was dedicated to mathematical thought and study. He was not a "practical" man. He never married, never "met a payroll," never invented anything, or applied any of his formulas to the problems of the day. He, like Einstein later, was a researcher in the realm of "pure science."

One of his works was a little book entitled "On the Equilibrium of Heterogeneous Substances." It attracted little notice at the time; in fact there were few people around who could even understand it.

BUT AS the science of mathematics grew, and as technology advanced, his work began to be "rediscovered."

A biographer of Gibbs did some tracing of its effects. It offered clues which:

"... have led to explorations in geology, metallurgy, the study of the blood, political economy, historical theory, exchanges in goods, theories of currency, refrigeration, the interpretation of the properties of steel, the airplane industry, the work in high explosives, and the study of salt deposits that in some measure account for the roles of England and Germany in the First World War, and the explanation of the activity of volcanoes.

"In the second half are the foundations for the thermodynamical theory of surface tension and capillarity, of colloid chemistry, work on the galvanic cell which has given Gibbs his tremendous influence on electrochemistry, and the work on films and crystals on which some of the researches of Einstein and Pierre Curie, to name only two, have rested."

NOT PRACTICAL enough? There's more. He developed and used in his treatise statistical methods which inaugurated the whole statistical trend of modern physics and physical chemistry.

The treatise contained a four-page section—an equation known as the Phase Rule. He gave no concrete illustration of it, and proceeded to further problems.

When more "practical" men started applying it (after they had gained enough background to understand it), it became the way through which new substances were predicted, formed the basis of alloy metallurgy, permitted development of efficient methods of manufacture of high explosives without which the allies, in World War I, "might have lost the war at an early stage, owing to shortage of explosives."

He also, more or less incidentally, formulated theories of flight used by Langley and the Wright brothers, and without which successful airplanes might still not be possible.

And Gibbs, poor fellow, was one of those "impractical" dreamers!—E.A.

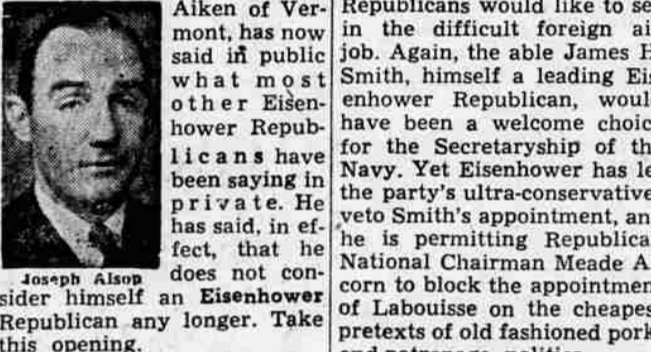
Dennis the Menace



"LOOK MOM! I'M EATIN' SUGAR WITH THE SUGAR SPOON! GOT THE RIGHT SPOON, HUH, MOM? I'M LEARNIN', HUH, MOM?..."

Matter of Fact

By Joseph Alsop
THE VANISHING RACE
Washington—One of the senior Eisenhower Republicans in Congress, Sen. George D. Aiken of Vermont, has now said in public what most other Eisenhower Republicans have been saying in private. He has said, in effect, that he does not consider himself an Eisenhower Republican any longer. Take this opening.



Joseph Alsop
Republican any longer. Take this opening.

"During the years he was President, Lincoln never balanced the budget... he could have balanced the budget and lost the Union. He could have held down the national debt and perpetuated slavery. And no doubt, had he chosen the latter course, he would have been applauded by many solid citizens of that day."

Deadpan humor of a rather high order was the method of Sen. Aiken's remarkable speech, which attracted far too little attention when delivered in New York over the week end. As another example, take his answer to the "me too" charge leveled at the more modern-minded Republicans by the party's conservatives.

"If a Democrat says we need better health," remarked Sen. Aiken (and one can almost hear the flat New England twang), "I'm not going to come out for poorer health just to disagree with him."

MORE generally, the Aiken speech amounted to an acid assault on the whole system of priorities now prevailing in the Eisenhower administration—an attack not by any means limited to the implied comparison with the priorities followed by Lincoln. First priority for national security and national growth was what Aiken demanded, and he denounced those who "cling to the status quo" and lack "faith in America." He never mentioned the President or the administration. But he came pretty close to doing so when he predicted a Republican disaster at the next election "unless the Republican party leadership demonstrates greater faith in the future of America than it has been doing recently."

The Aiken speech was genuinely significant because, so to say, it made official the widening cleavage between the great Republican Eisenhower enthusiasts of the past and their former hero. The world at large has not paid much attention to this striking phenomenon, but it is familiar to anyone who walks the corridors of the Capitol. The Eisenhower Republicans—to use their old name for the sake of convenience—feel completely deserted by Eisenhower in his present budget-first and -everything-else-nowhere phase.

THE cleavage first became apparent, of course, during and immediately after the Republican leadership fights at the opening of the present session. In the Senate, the White House actively discouraged the Eisenhower Republicans' opposition to the leadership-candidacy of Everett Dirksen of Illinois, whose anti-Eisenhower speech in the 1952 convention was so memorable for insinuating bitterness. In the House, the White House positively encouraged the bid for the leadership of Rep. Charles Halleck of Indiana, but the White House then failed to lift a finger when Halleck froze every single man of the type the President used to call "modern Republicans" out of any position of the slightest influence.

Since then, moreover, the cleavage has appeared in other fields. In the field of appointments, for example, the

S. P. Spokesman Defends Railroad's Passenger Policy, Cuts in Service

Editor's note: Since the Mail Tribune has been highly critical of the Southern Pacific railroad in past editorials, it herewith makes an exception to its rule that communications must be limited to 400 words, and prints in full the following letter from an SP spokesman. We leave it to our readers to judge whether the letter is a vigorous defense of a progressive policy, or a weak explanation of a policy which mitigates against the welfare of the people of Oregon and northern California.

To the Editor: I note from your "Corporate Dishonesty" editorial of February 13, 1959, that you have borrowed the biased bitterness of a typical C. W. Ferguson press release without investigation.

The text of the material which Mr. Ferguson quite evidently sent you before he went to the hearing at San Francisco was not followed by him from the witness stand under oath. Your statement that it was his "testimony" is therefore completely erroneous which could have been determined by you if time had been taken to investigate wire reports from news representatives at the hearing. If you were interested in facts, why didn't you have a representative cover the hearing and then fairly present both sides?

These are the facts:
1. Southern Pacific does sell airline tickets at its own expense at 13 station ticket offices in Oregon which are in communities where there are no subsidized airports like Medford or airline representatives. Our important shippers

and passenger patrons like this service.
This is a part of our policy to provide a complete transportation service and our experience indicates we gain goodwill and both freight and passenger business we would not otherwise obtain.

2. Facts presented show gradual decline in rail passenger traffic since 1946 with a very rapid decline in seasonal traffic in the last four years. This pattern led to the conclusion that the Shasta Daylight could be operated on a tri-weekly basis during off-peak periods, spring and fall, with resultant reduction in our passenger deficit without inconvenience to the traveling public.
3. Quote, "Finally it uses this as an excuse to reduce, or abandon its passenger service," end quote.
RIDICULOUS. When was this excuse made? We sell airline tickets at only one station where the Shasta Daylight stops which is Albany where there is no airport. We sell airline tickets at Ashland and Grants Pass and our patrons appreciate this service. It saves them time and money. We also sell steamship tickets, all-expense tour tickets, provide Hertz or Avis Drive-Yourself cars at any city and numerous other transportation services.

4. We did close our downtown ground-floor ticket office and move it to the Sixth Floor in the same building. I personally invite you or anyone else to visit this modern, up-to-date facility. Let me show you how we have improved our service and, in addition, effected a material saving which lowers our passenger deficit and allows us to continue to provide those transportation services the public uses and needs. Do you know that 90 to 95 per cent of our patrons first contact us by telephone and use this office only to pick up their tickets in advance? We also have a Station Ticket Office, close to the downtown area, where parking space is available at all times. We do not own the Pacific Building and had no control over the choice of tenant who rented the space we vacated.

5. No testimony was presented by anyone in regard to "on time" performance of our "time" performance of both the Shasta Daylight and Cascade has been consistently good.
The other allegations set forth in your editorial could be refuted, but I hope I have gone into enough detail to indicate to you that the documented exhibits and statements made by the Oregon Public Utility representative, whom you quote, were answered in my testimony at the hearing. It might be of interest to you to know that this representative was not present when I was on the stand when an opportunity presented itself for a thorough cross-examination under oath.

In conclusion, the Southern Pacific has decided that passenger or any other transportation service will be provided if the public—our customers—needs it and will support it. We placed the Shasta Daylight in operation on our own initiative and hoped to generate enough business for a daily operation. This effort was successful for a time, but when a seasonal trend of traffic developed on the Shasta, our studies indicated we could protect all passenger traffic presented in the off-tourist season by a three-day-a-week operation and our daily streamlined Cascade. This is no different procedure than our pre-war operation when we added and removed trains as traffic conditions warranted, and with no question raised by the public or regulatory agencies.

We will continue aggressive efforts to examine every detail of service and adjust quickly to changing transportation trends. By doing this, we can continue to improve our services which was done last year by the receipt of 2,349 freight cars, raising our total freight fleet to 81,000 cars. Continuing this program in 1959, will be the acquisition of another 1,450 specialized cars at a cost of approximately 22 million dollars. This includes 500 wide-door box cars used primarily by the forest products industry. Our capital improvement program for 1959 will total 80 million dollars. Why don't you editorialize this information since it is economically beneficial to your area?

To run trains which the public does not use is an economic waste. If we were to criticize other private enterprises, we certainly would make a personal investigation before accepting a one-sided opinion and "Corporate Dishonesty!"
Bernal S. Quayle
Passenger Traffic & Public Relations Manager
Southern Pacific Company
622 Pacific Building
Portland 4, Ore.

Archbishop Makarios of Cyprus Is Man of Week at Conference

By PHIL NEWSOM
UPI Foreign News Editor
The man-of-the-week: Greek Orthodox Archbishop Makarios of Cyprus.

The place: London.
The quote: "I am entering the conference with an open mind and with the utmost goodwill and friendliness."

This is an era of an accelerating rush to independence by formerly dependent peoples. And in the case of the Mediterranean island of Cyprus, it is a desire for self-rule that goes back almost 4,000 years. In recent years, that desire has been epitomized in the person of Makarios III, archbishop and ethnarch—or elected national leader—of the Greek Cypriot community, and Dr. Fazil Kutchuk, head of the Turkish Cypriots, were invited to the British capital. Of these, the views of Makarios were the most critical.

He was not in a mood for compromise, and was reported at odds with some aspects of the Zurich arrangement—which some Greek Cypriot circles regarded as a "constitutional monstrosity." But he

decide its own future."

It was with that attitude that he arrived in London last week to take part in the critical conference on the future of his country.

No Mood for Compromise
The Greek and Turkish governments had worked out an agreement in Zurich, Switzerland, the week before. Britain endorsed this plan.

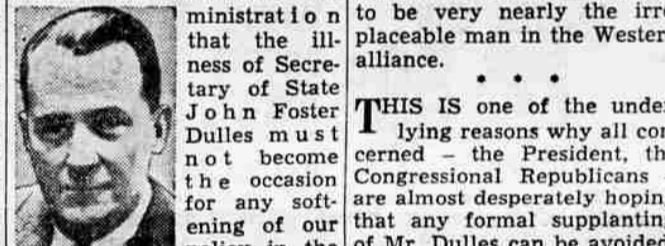
To put the final seal of approval on the arrangement, Archbishop Makarios, spiritual and political leader of the Greek Cypriot community, and Dr. Fazil Kutchuk, head of the Turkish Cypriots, were invited to the British capital. Of these, the views of Makarios were the most critical.

He was not in a mood for compromise, and was reported at odds with some aspects of the Zurich arrangement—which some Greek Cypriot circles regarded as a "constitutional monstrosity." But he

Washington Report

By WILLIAM S. WHITE

ACCOMPLISHMENT
Washington—Powerful Republican Senators have warned the Eisenhower administration that the illness of Secretary of State John Foster Dulles must not become the occasion for any softening of our policy in the cold war.



William S. White

Through their leader, Senator Styles Bridges of New Hampshire, they have let the White House know:

1. That they will keep a special surveillance over the State Department actions and attitudes in Mr. Dulles' absence.
2. That if the Secretary's cancerous condition forces his total retirement any successor nominated by the President would have to satisfy the Senate Republicans that he did not propose to liquidate the "tough" position Mr. Dulles so long maintained.

THESE representations have been made by the orthodox Republicans because they are perfectly aware of a most significant fact of life. This is that almost any foreseeable change in top command at the State Department would bring in a man much less deeply committed than Secretary Dulles to the line of giving no real ground to the Russians, over Berlin or elsewhere.

For Mr. Dulles personally has been that policy, even if he appeared to be turning slightly more flexible before his most recent illness struck. He has literally embodied that policy. And it is for this reason, and this alone, that as foreign minister for a "modern" Republican administration he has nevertheless been able to maintain the consistent support of the party's Old Guard wing in Congress.

John Foster Dulles, in a

word, long has been very close to being the indispensable man to the Republican party in the United States, just as now he begins to look to be very nearly the irreplaceable man in the Western alliance.

THIS IS one of the underlying reasons why all concerned—the President, the Congressional Republicans—are almost desperately hoping that any formal supplanting of Mr. Dulles can be avoided, or at worst long postponed.

Such a changing of the guard, so late in the President's term and quite apart from its effects abroad, would bring something approaching a convulsion within the United States Government.

For John Foster Dulles' widely discussed "personal diplomacy" is not the only unexampled aspect of his tenure. Another is the uniquely personal bridge he has formed between the conservative and liberal wings of his party. Because he has symbolized the "hard" line against imperialist communism he has made it necessary for the Old Guard to back the Administration in foreign affairs generally far more than it might have done—and sometimes more than the Old Guard really wished to do.

He has been a peculiar ambassador between the dominant Republican conservatives and the overshadowed but aggressive Republican liberals in the Senate. Neither wing has ever quite captured him; but neither wing has ever quite lost hold of him, or he of it.

IN SHORT, John Foster Dulles has not only overshadowed his own President in making foreign policy. He has also far overshadowed his own President in the tricky task of giving to that President's party the strictly political leadership required to keep that party's diverse wings reasonably united for that policy.

This is why Dulles became the indispensable man or as nearly indispensable as to make no difference. The traditional practice has been for a President to let a Secretary of State run the State Department, subject to Presidential high-policy guidance, while the President made himself solely responsible for providing the necessary political protection for the Secretary to do his job.

Mr. Dulles has done the whole business. He has done it with plodding courage and a kind of puritanical resolution. And—in order honestly to balance the whole set of books—he has occasionally done it with a massive tactlessness. The old gentleman himself probably would acknowledge this in this very hour when those who used to have no single good word for him now positively drench his hospital bed with uncritical praise.

The agent warned persons that both the mercuric chloride and mercuric cyanide are deadly poisons. Any solution not used should be either poured down the sewer or buried, he said.

TODAY

In Oregon History
(A Centennial Feature)

FEBRUARY 20, 1893

The legislature today created Lincoln County out of the Siletz Indian Reservation and the western portion of Benton County. Toledo will probably be the county seat. The name of the county was chosen only after a protracted and energetically conducted dispute, the names "Blaine" and "Bay" each being favored by a substantial faction.

Try and Stop Me

By BENNETT CERF

JONATHAN WINTERS had heard so much about a swanky New York restaurant that he decided to try it. "I'm going to shoot the works," he told his waiter. "Give me the \$10 dinner."

"Very good, sir," responded the waiter. "Would you like your coffee black or with cream?"

"Never mind that now," said Winters. "I'll have my coffee after I've finished the dinner."

"Sir," announced the waiter haughtily. "Coffee IS the \$10 dinner."

Warbles "Red" Travis, poet laureate of Englewood: "The chorus girl was pensive, And sadness traced her brow. But she met a sugar daddy, And she's ex-pensive now."

© 1959, by Bennett Cerf. Distributed by King Features Syndicate.

