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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
March 18, 1949 (Friday)
Ashland voters favor recall
of three city councilmen by
close margins at the polls.
The east side of Roxy Ann
is selected as a tentative site
for Easter sunrise services.

20 YEARS AGO
March 18, 1939 (Saturday)
Airborne movie crews from
California arrive looking for
clouds as a backdrop for
scenes of aerial maneuvers,
but Medford's sunny skies
drive them back to their lairs.
From Arthur Perry's "Ye
Smudge Pot" column: "Mead-
ow larks are caroling on ru-
ral fence posts. They are
something for farmers plow-
ing to listen to, pending the
arrival of Portland politicians
explaining the horrors of the
Sales Tax, if and when, one is
adopted in Oregon."

30 YEARS AGO
March 18, 1929 (Monday)
German tourists on a world
tour visit Rogue valley.
President Hoover orders
prohibition aides to "cease
dramatics" in making liquor
raids and arrests.

40 YEARS AGO
March 18, 1919 (Tuesday)
The YWCA fund drive will
start next week.
Nick Young, supervisor of
roads in the Eagle Point dis-
trict, reports rains have made
the roads so wet he cannot
work on them.

50 YEARS AGO
March 18, 1909 (Thursday)
Medford residents prepare
for tomorrow's special elec-
tion on telephone company
franchises.
The Commercial club seeks
terminal grounds and right
of way for extending the rail-
road to the coal mines.

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

1. Which State of the Union leads in the production of Irish potatoes?
 2. Are finches fish, songbirds, or insects?
 3. The land borders of Korea touch China (Manchuria) and what other country?
 4. During the War Between the States, what group was known as Copperheads?
 5. Of which one of the French Kings was Marie Antoinette the Queen?
 6. Was New Hampshire one of the 13 original States?
 7. Hair does, or does not, grow on a body after death?
 8. In what year did the Boston Tea Party occur?
 9. Are the Philippines nearer to Australia, Borneo or Hawaii?
 10. Name Dewey's flagship at the Battle of Manila Bay.
- Answers: 1. Maine. 2. Songbirds. 3. Soviet Russia. 4. Northerners sympathetic to the Confederacy. 5. Louis XVI. 6. Yes. 7. It does not. 8. 1773. 9. Borneo. 10. Olympia.

Versus Verses

Gosh, but there are a lot of poets—well, versifiers, anyway—around these days. Our mail has contained a goodly grist of their offerings in recent days. This poses a problem for the editorial staff of this newspaper, for we are not, and don't want to be, judges of poetic merit—at least as far as local publication is concerned. Our job is to report the news, to furnish a forum for public opinion, to bring information and, perhaps, a modicum of entertainment to the many publics we serve.

IN THIS effort, we have always avoided attempting to be literary critics. We reject fiction out-of-hand, although upon occasion we still receive manuscripts from hopeful authors. Now poetry (or verse) is a little different, for it is sometimes used as a medium of self-expression, usually in humorous vein, about valid topics of the day. This sort of thing we don't want to reject flatly, for it serves to leaven the loaf of news and comment.

But on the other hand, neither do we wish to print serious, literary-type poetry, for that moves over from the area of topical comment into literature, and here we wish no critic's role.

WE have, therefore, adopted a sort of uneasy compromise. We have used, and shall continue to, verse in one or another of our columns and features, but only when it makes no serious pretense of literary merit, and when it constitutes a commentary on some timely topic.

This compromise might be summed up sort of as follows:
No critic, we, of poetry;
'Tis role that we eschew.
Yet verses slight, which do not blight,
Our pages shall pursue.
A touch of humor here and there
We shall not call taboo,
Nor ban all rhyme with timely flair
When it says something new.

—E.A.

Auto Regulations

New parking restrictions for car-driving students at Medford high school have resulted, according to the Medford Hi-Times, in student reaction ranging "from complete acceptance of the regulation to bitter resentment against what was regarded by some as a violation of teenage rights."

The new regulation provides that students living within a one-mile radius of the school will not be permitted to drive to school or use school parking facilities except in special circumstances. Those who are permitted to drive must show good reason why their cars should be operated at noon before they may be so used.

ANYONE who has observed the high school parking problem in recent months is aware of the need for some such restriction—simply on a physical basis only, to say nothing of the other problems involved, which have been pointed out here previously.

While the Hi-Times says the ruling has resulted in "the hottest controversy of the year," we fail to see any reason for excitement.

Automobiles are part of our life, these days. And simply because there are so many of them, certain reasonable rules and regulations regarding their use are inevitable.

The restrictions, as reported in the high school newspaper, sound reasonable to us.—E. A.

Sonic Booms

Some few years ago, the Mail Tribune printed a page one story about a "mystery explosion" in the valley, that rattled windows and startled people over a wide area.

No satisfactory explanation for the big noise was ever given although there were theories about unreported blasting, and so on.

In the light of hindsight, it seems likely that the big bang actually was a sonic shock-wave generated by a plane breaking the sound barrier. It was in the early days of jets, and it is entirely possible that a diving fighter plane caused it.

THE sonic boom is becoming a not-infrequent phenomenon in and around areas where fast jet fighters are stationed. With the new air base at Klamath Falls, only a hop and a skip away as the jet flies, we can logically expect more such unexplained "explosions."

So frequently are they heard in some more-crowded areas, in fact, that the Air Force has taken to calling them "SOS"—meaning "Sound of Security," or one of the inevitable small sacrifices one must make if the nation is to remain militarily prepared.

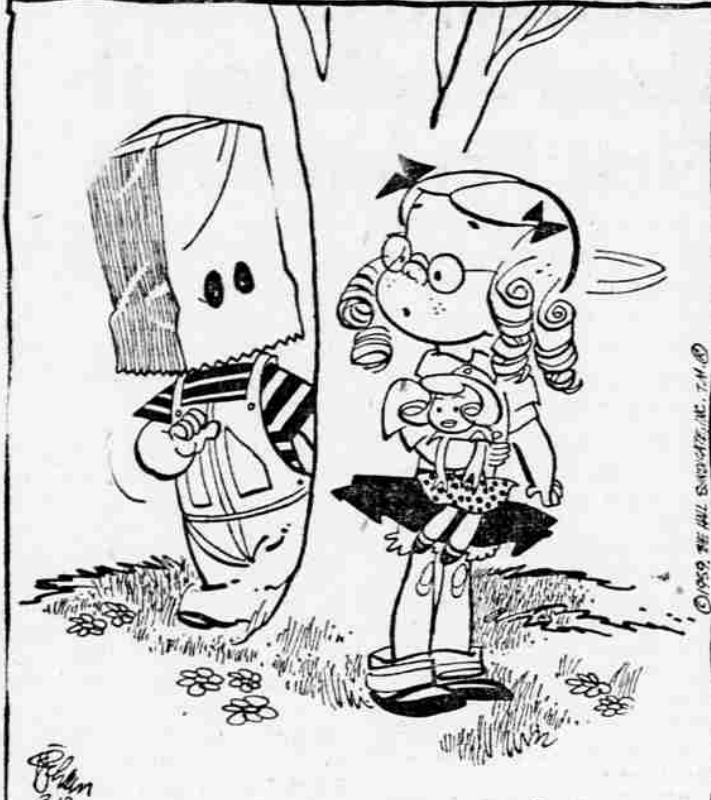
THE sonic boom, by the way, is no new phenomenon.

We remember, as a boy, taking delight in cracking what we called a "bull whip." We could muster a pretty good "pop!" with it after some practice.

Anyway, we had always assumed (along with most other people) that the noise was created by the leather tip of the whip snapping against itself. Not so, say physicists in the Naval Research Laboratory in Washington, D. C. It was a shock wave caused when the tip of the whip exceeded the speed of sound.

That was in the days before anyone knew anything about the "sound barrier."—E.A.

Dennis the Menace



"PESST! IT'S ME, MARGARET! IS MR. WILSON STILL LOOKIN' FOR ME?"

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.

More on Rogue Problem

To the Editor: Reference letter to you by W. E. Davis, published Mar. 15.
Perhaps it would be well to consider Water Resources Board's "Third Draft In the matter of formulating an integrated, coordinated program for the use and control of the water resources of the Rogue River Basin."

In B, on pages 28 and 29 it reads in part, "For the purpose of maintaining a minimum perennial streamflow sufficient to support aquatic life, no appropriations of water except for domestic use shall be made for the waters of the Middle Rogue River or its tributaries above Grants Pass for the flows of the Middle Rogue River below 525 cubic feet per second..."
It follows that if industry were allowed to use waters of Rogue main stem that appropriations would be permitted until stream flow reached as low as 525 cfs at Grants Pass.

Fish biologists have noted for a number of years that steelhead and salmon that are migrating to ocean below Grants Pass show signs of suffering when the flow gets as low as 800 cfs. To let streamflow fall as low as 525 cfs for any appreciable length of time would result in the death of all these valuable fish. This would be the end of the salmon and steelhead runs of the Rogue.

It is because of this low minimum perennial streamflow selected by the Water Resources Board and poor record of State Sanitary Authority on enforcement of pollution laws that people of our state object to opening up waters of Rogue main stem to industry.

Mr. Davies apparently is unaware of fact that a pulp mill cannot use bark, sawdust or resinous wood so there would still be a lot of waste material to be disposed of by burning.
Further a sawmill that desires to deliver chips to a pulp mill will have to install a debarker machine and a chipper machine. We have some mills so equipped and they ship chips from this area now.

As for waste, mills using circular saws instead of band saws waste 3/16 of an inch of wood on each cut and of course produce more sawdust.
Paul H. Weiland
2431 East Main St.
Medford

License Research
To the Editor: Sure there's need of research. Like we tried out. Wheeling down Crater Lake highway at moderate speed (which has to be as our venerable DeSoto starts shiverin' up front when 45 mph is exceeded), my wife warned, "There's a state police car following us." She slowed down as a hint for it to go by but got a couple discreet toots of its horn instead. Filled with misgivings we pulled aside as the state car went by, stopping in front. "Now what have we done?" the dear one inquired as the state highway patrolman came back. "It's what you haven't done lady," he replied. "You should have got your new license tags nine days ago." (Uh-h-h, groan, as my grey head sank floorboardward in regret shame.) Then, "Your driver's license please?" She hurriedly extended her billfold with the license partly out. "Hand me just the license card please," he asked. (Was this from briefing or hard experience as self protection from smart drivers on the make?)

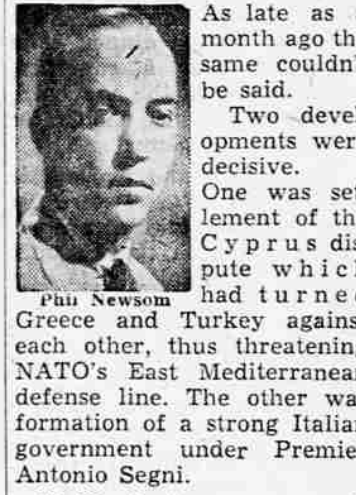
Jotting it all down with a question of birthplace he said, "This will be a warn-

ing, this time. Next time it may be a fine, \$2 or something of the kind." We were so happy at not having to appear in court, we did not rightly hear all he said with a sort of grim friendliness. So the new tabs were got, pronto.
So remembering Speaker of the House Duncan's suggestion on research, we decided to do something so this risky thing wouldn't happen again. But where to begin, like an architect figuring just where to place the first line of his drawing? Ours came into being at a gas station when my wife remarked to the operator what a customer getter and holder it would be for him to warn car drivers stopping there if their car license tabs were overdue or about to be. "Sold," the station man shouted. "Cars getting by here after this with tabs in chancery will be scarce as beans for breakfast."
So this is our research contribution, hoping other station operators will find the same incentive (if they chance to read this) as our now-favorite station-operator did.
F. J. Clifford
Route 2, Box 200F
Central Point, Ore.

Report From SP
To the Editor and Our Patrons: It has been some time since we issued a report on what we have done and are doing to keep our lines adequately supplied with freight cars. Knowing of your interest, we thought you would like to know that:
SP took delivery on 2,349 freight cars during 1958, raising our total freight car fleet to more than 81,000.
Continuation of this program brought delivery last month of the first of 1,450 specialized cars to be acquired in 1959 at a cost of about \$22 million.
We are paying particular attention to wide-door cars especially suitable for mechanical loading of lumber and plywood. Today 26.7 per cent of our box cars are wide-door cars. This is more than 10 per cent of the wide-door box cars running on U.S. railroads. Orders placed this year include 1300 more. Southern Pacific owns approximately 7.2 per cent of all box cars in the United States.
Our ratio of bad-order box cars continues to be one of the lowest in the nation, adding materially to the number of cars we have available for industry. During January, the SP ratio was 1.5 per cent—far below the national average.
We don't quote these figures to be boastful, but only to show you that we are doing the best job we can, with the money available, to keep pace with the transportation needs of the territory we serve. We will strive to continue these efforts and earnestly ask your cooperation.
Bernal S. Quayle,
Passenger Traffic and Public Relations Manager
Southern Pacific Company
622 Pacific Bldg.,
Portland 4, Ore.

Recent Developments Make Italy Strong And Solid Western Ally Against Russia

By PHIL NEWSOM
UPI Foreign News Editor
Rome, Italy—UPI—A solid defensive wall bars Soviet expansion in the Mediterranean.



Phil Newsom, UPI Foreign News Editor, Rome, Italy.

As late as a month ago the same couldn't be said. Two developments were decisive.
One was settlement of the Cyprus dispute which had turned Greece and Turkey against each other, thus threatening NATO's East Mediterranean defense line. The other was formation of a strong Italian government under Premier Antonio Segni.

Unlike the two governments which preceded him, Segni rules with a solid majority expected to keep him in power as long as any politician here can foresee. As measur-

ed in United States terms, that may not be long. But he should have at least a year. Support For Firm Stand

Meanwhile, the present Berlin crisis, with its deadline of May 27—or June 27 or July 27, or whatever Nikita Khrushchev finally makes it—will have become history.
There is solid support here for a firm stand against Khrushchev's attempt to drive the Western Allies from Berlin, although it is a source of injury to Italian pride that Italy is not consulted more often on major decisions.

Italians point out that their 280,000-man army is the largest currently in Western Europe. The French army is larger, but most of it is in North Africa.

They have consented to establishments of U. S. missile

bases here. Strategically, Italy holds the defensive flank on the Adriatic. Without Italy, Russian submarines operating out of Albania would have a clear run into the Mediterranean.

These factors, Italians believe, entitle them to a high place in Allied councils.

Italy also is a strong and enthusiastic member of the European common market.

After World War II, she received some \$3 1/2 billion in U. S. aid. But she has received none since February, 1957.

Her financial position is strong, with hundreds of millions of dollars in reserve. Her currency also is strong and suffered not the slightest tremble when the common market nations, along with Britain, declared their currencies convertible.

Which is not to say that Italy does not have her internal problems.

She is a prosperous nation, but the south of Italy still is poor. Some sections of it, miserably so.

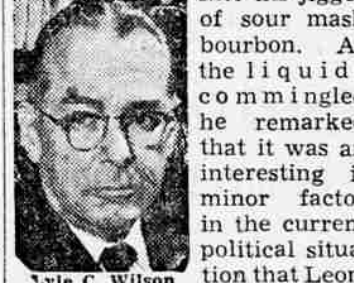
Taxes here are higher than in the United States and fall heaviest on the low income groups. Most taxes here are collected on purchases. Income taxes either are not collected at all or are slow.

There also are peculiar quirks in the tax laws. For instance, the Italian air force pays the government 80 cents in tax on every dollar that it spends for gasoline.

Another disturbing factor is the still strong Communist party. In case of trouble with Russia, Communist unions might paralyze communications, including railroads, telephone and telegraphs.

Wilson's 'Senator' Recalls Maneuvering, Payoff, in '31

By LYLE C. WILSON
Washington—UPI—Sen. Timothy Tugbuton carefully tilted a splash of branch water into his jigger



Lyle C. Wilson

of sour masher bourbon. As the liquids commingled he remarked that it was an interesting if minor factor in the current political situation.

Tugbuton downed the diluted bourbon and harumphed in throaty authority.

"Son," said the senator to the old timer, "Jim Farley was an Elk. Still is, I reckon. Jim, he joined mighty near everything and soon as he first in he learned all their first names and called 'em by 'em. Even learned all the first names in the Democratic Party."

"Yeah, but what about the Elks?" said the old timer.
"Disguised As An Elk"
"Son," the senator said, "I am comin' to that. It was in the disguise of an Elk back there in 1931 that Jim Farley

went traveling 'cross country—18 states in 19 days—pledging local Democratic leaders to support Frank Roosevelt for the presidential nomination and to instruct their convention delegates to knock out the prohibition amendment.

"That was in the summer of 1931, a full year before the convention met. And when it did meet, the dregs and Al Smith, Newton Baker and the other candidates never did know what hit 'em. Jim Farley did his pre-convention work shy and secret. He took off from New York City about mid-day on Monday, June 29, 1931, and by the middle of July he had secured the basic delegate vote which in 1932 nominated his candidate and reopened the old time saloon as a co-educational cocktail bar.

"Jim set out," Tugbuton continued, "with the announcement that he was going to attend the annual Elks' convention in Seattle. Now, I see in the papers that Len Hall will be manager of Vice President Nixon's presidential campaign. And, Len being an Elk, he'll be taking off for the Elks' convention this year with a pocketful of Nixon-for-president pledge cards.

"If history repeats itself, and it usually does," said the senator, "Len's trip will require some money. And, if history repeats itself some more, some smart boys are laying out that money right now with the idea of cashing in if and when Dick Nixon moves into the White House."

"You mean . . ." the old timer began.

"Big Pay-Off"
"I mean," Tugbuton answered, "that the longest shot in politics and the biggest, sweetest pay-off is to be had by putting up the dough for a politician's pre-convention campaign. Like those three fellers who put up the dough for Jim Farley's trip back there in 1931."

"What three fellers?"
"Why, you know about them," the senator said. "They are all in that book called 'Jim Farley's Story.' Three rich men, Frank C. Walker, New York attorney, Henry Morgenthau Sr., Woodrow Wilson's ambassador to Turkey, William H. Woodin, industrialist. They each wrote Jim a check for \$5,000, and away he went."

"The payoff: Walker didn't want anything and got to be postmaster general and national committee chairman. Woodin became Treasury secretary as second choice when Charter Glass turned it down. The jackpot fell to Henry Morgenthau Jr. He got the Treasury when Woodin died. As FDR once said: 'We've got to do something for Henry.'"

Editorial Comment

INTELLIGENT PEOPLE WILL APPROVE

In the near future the legislature will begin hearings on bills to increase the basic school support fund and the higher education budget. Two separate programs, of course, but both in the same field and both equally important to the present and future of our state.

The basic school hearings will center on increasing the present support fund from \$105 to \$120 per census child and the higher education hearings will include, besides research and buildings, the important matter of faculty salaries.

Holding Line
The present philosophy of the Democrats in the control of the legislature is to hold the line everywhere. They intend, as far as we can determine, to institute no new taxes nor a broadening of the present tax base. They also intend, indirectly, to let our education standards drop by default. There may be a TOKEN increase for faculty salaries from reserve or other funds, but there is little sentiment for a proper adjustment in this field and there seems to be very little thought towards an increase in basic school support.

The excess as far as the Democratic leadership is concerned, are that Governor Mark Hatfield was elected on an economy platform and the people of Oregon will not stand for any increased taxation.

Only One Reason
Actually, Hatfield's economy program was only one reason for his election and he had no intention of crippling the education program of the state—he only advocated getting more for the tax dollar and reducing non-essential expenditures.

And it is ridiculous for the Democrats to contend the people of Oregon will not allow any new taxes or a broadened tax base for the things they consider to be necessary.

I wondered what Moses might have said had he been with Gifford Pinchot in 1947 when the plane flew over Texas and Arizona at more than 16,000 feet elevation because of blinding dust, the dust still boiling above them, caused by overgrazing by the sheep herds.
John E. Gribble,
139 Kenwood ave.,
Medford.

cessary. No one wants increased taxes for non-essentials and waste, but education is not only essential it is vital.

We might point out to the legislature that the people of Corvallis have demonstrated taxpayers are willing to pay extra for what they believe to be important and essential. Within the last 30 days the people of this community have twice gone to the polls and voted by a four to one margin to bond themselves for a total of approximately three million dollars. The money was for a better water system and for school buildings.

Realize Important Things
The people of this community are conservative for the most part but they are also intelligent, well-informed and enlightened. They don't like taxes any more than anyone else but they realize certain things are important and if they are to have them they must sacrifice to get them and they are willing to vote that sacrifice on themselves.

While we don't think a majority of people throughout the state are as intelligent as those who live here, there are enough of them who agree that we must pay a little more to maintain and improve our educational standards. If the legislators who control this session will realize this and act accordingly, they will undoubtedly get a better reception at the polls in 1960. And what may be even more important, perhaps they will sleep better at night.—Corvallis Gazette-Times.

Three Satellites At Once To Be Goal

Washington—UPI—Dr. John P. Hagen says the United States will try "very soon" to put three satellites into orbit simultaneously with one launching.

Hagen heads the Vanguard division of the National Aeronautics and Space Administration.

The new launching at Cape Canaveral, Fla., will be an experiment to measure the earth's magnetic field at various altitudes and to gauge air drag in the rarefied atmosphere a few hundred miles up. Hagen said Tuesday that the rocket was nearly ready and would be fired "within weeks." The satellites will include the 52-pound third stage the magnetometer satellite weighing 21 or 22 pounds and an inflatable 30-inch balloon weighing a pound and a half or two pounds.

CULTURAL PACT
London—UPI—A Communist Chinese delegation is in Baghdad to negotiate a cultural agreement with the Iraqi government, the Communist Peiping Radio reported Tuesday night.

Fire losses in the U. S. came to \$1,023,190,000 in 1957, compared with \$989,290,000 in 1956.

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