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APPROVE NEWS

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 22, 1949 (Tuesday)
Mayor Thomas Williams of
Ashland suggests four names
as replacements for the three
city council seats vacated
when councilmen were re-
called in last week's special
election.
Medford Mayor Diamond
Flynn discusses municipal
problems before a women's
group, including the problem
of the budget's not permitting
him a stenographer.

20 YEARS AGO
March 22, 1939 (Wednesday)
Consolidation of the Gold
Hill and Alderbrook school
districts is approved at a
special election.
From Arthur Perry's "Ye
Smudge Pot" column: "Con-
siderable backyard spading
has been completed, resulting
in a callous on the hand that
swings the golf stick."

30 YEARS AGO
March 22, 1929 (Friday)
The interstate commerce
commission opens a freight
rate hearing here.
Seeding starts in the Table
Rock district.

40 YEARS AGO
March 22, 1919 (Saturday)
The Commercial club mem-
bership now totals 363 as a
result of recent interest.
A Red Cross drive for old
garments is planned.

50 YEARS AGO
March 22, 1909 (Monday)
A department of agriculture
pathologist asserts that pear
blight has been all but erad-
icated here.
The Southern Pacific's farm
demonstration train draws
large crowds.

What's Your I.Q.?
Nines or ten correct is superior;
seven or eight is excellent; five
or six is good.
1. Choreography concerns
dancing, singing or map mak-
ing?
2. Is the average weight of a
standard bale of American
cotton about 49, 490, or 4,900
pounds?
3. Is a diving bell open, or
closed, at the bottom?
4. Name the city in the U. S.
which is said to be "the
home of the bean and the
cod."
5. If an automobile is driven
at 30 miles per hour, how
many feet per second does it
travel?
6. In honor of whom is the
Soviet city of Leningrad
named?
7. "Windy City" is a nick-
name applied to which U. S.
city?
8. What does a barometer
register?
9. How many sheets con-
stitute a quire of paper?
10. Correct the following—
"The condemned man was
hung."
Answers: 1. Dancing. 2.
490. 3. Open. 4. Boston, Mass.
5. 44 feet. 6. Nicolai Lenin.
7. Chicago. 8. Atmospheric
pressure. 9. Twenty-four. 10.
"The condemned man was
hanged."

Coming Car Shortage

Blame for an impending freight car shortage in Oregon—described as the "granddaddy" of them all—should not fall upon the shoulders of Western railroads alone.

An article in the Wall Street Journal last week points out that the problem and its causes are nationwide.

The Journal article cites as one cause a "squabble" between Eastern and Western railroads over possession of badly-needed cars.

During the recent recession, the article points out, railroads in this part of the country fared better than those in the East and were able to carry out for the most part their car-buying and repairing programs.

THE shrewd, perhaps envious Eastern lines reportedly have taken advantage of this by the legal if not entirely ethical practice of "pirating" Western cars.

When these cars enter Eastern systems in the normal course of commerce they can be kept there for indefinite periods—so long as the line using them pays a \$2.75 daily rental charge.

The article quotes an irate Midwest rail executive as saying the Eastern roads "figure it's cheaper to use one of our new cars for \$2.75 a day than it is for them to build or repair their own. "So," he adds, "they've just let their car programs go to pot."

THE Eastern railroads, according to the Journal, have found it necessary to cut down on maintaining their own rolling stock because of shrinking capital. The Pennsylvania road, for one, reportedly favors establishing a federal agency to purchase new equipment and lease it to the hard-pressed private lines.

Many Western railroads apparently view the \$2.75 rental fee a major culprit. They point out that it provides insufficient reimbursement for a car that cost them anywhere from \$8,500 to \$20,000 to acquire.

"So long as it is cheaper to rent a car than it is to own one—and that is the situation today—underbuilding will be the policy of strategically-situated railroads." The president of a Midwest road who made this statement believes, according to the Journal, that raising the rental charges would increase the national car supply automatically "by the operation of natural economic laws."

GEORGE Ehlen, traffic manager for the Spokane, Portland and Seattle railway, is quoted as saying recently that "more teeth" in the Association of American Railroads' rules would discourage the Eastern roads from hanging on to Western cars for long periods.

Raising the rent would probably help the Western lines. On the other hand, it could well put that much more pressure on the profit squeeze, of which most railroads, particularly in the East, complain so bitterly.

Another investigation, as demanded by Oregon officials, might come up with a partial solution, or at least some valuable insights. But from all reports the problem can only be licked on a nationwide basis.

The need for action is urgent. The nation's railroads have gotten on a wrong track that could lead to economic calamity, both for them and for their patrons.—E.W.

More Than Lip Service

Some wise men believe that a student exchange program, in which all the nations of the world participated would, if permitted to operate a sufficient length of time, remove virtually all threats of another world war.

These are the men who originated the American Field Service program whereby students from foreign lands come to the United States for a year of study in a high school and Americans go abroad to live with families in which there are children of approximately their ages. (The program is to be expanded this year so that American high school students can study abroad for a year.)

THESE are the men who have devised many other programs which permit American college graduates to study abroad and college graduates of many countries to come to the United States.

One of the very best of these is the Rotary Foundation Fellowship program. The program was inaugurated in 1947 as a memorial to the founder of Rotary International, Paul P. Harris. Since 1947 Rotary Foundation Fellowships have been awarded to 1,201 young men and women from 66 countries for study in 43 countries. Total grants for this Rotary contribution to the promotion of international understanding have been in excess of \$3,000,000.

OVER the 1959-60 academic year 131 graduates from 34 countries will get all-expense Rotary Foundation Fellowships, totalling approximately \$340,000.

We cite this because members of the Rotary Club in your community have contributed to it. And because there is nothing Rotarians do as Rotarians that they consider more important. Their organization exists in most of the countries of the world. Thus they know the importance of international understanding. Their financial participation in this immense graduate study program is proof that they give international understanding more than lip service.—Pendleton East-Oregonian.

Dennis the Menace



'MEMBER LAST TIME I WENT TO THE DOCTOR? MEMBER NOW HE SMACKED MY KNEE WITH HIS HAMMER? WELL, BOY, THIS TIME!'

Drummond Reports

(Walter Lippman is again traveling in Europe. Roscoe Drummond reports from Washington in his absence.)

ALLIANCE VS. FORTRESS
Washington—It is time to get ready for the most significant debate and the most fateful decision which will be taken at this session of Congress.

The debate is: whether to seek survival by helping our allies do what they cannot entirely do themselves or to turn into a Fortress America and try to do it all alone.

The decision is: whether to approve the President's "minimum" mutual security program of \$4,000,000,000 or to hack it to pieces in order to spend it some other way.

The opponents of the mutual security appropriation are counting on you to be adequately glib, uninterested, and misinformed, so that it can be slashed with impunity.

The unanimous conclusion of the Draper Committee, a panel of distinguished and knowledgeable Americans who have earned the right to be heard, is that nothing could be more wasteful and so imperil the national interest than to enfeeble the mutual security program so that it can't do the job.

I AM NOT suggesting that the President's military and economic aid request should slide through Congress without being questioned and without being argued. There should be debate, very earnest debate. It seems to me that the debate is coming at a good time and under circumstances which will enlist the largest public interest.

It comes at a time when the Communist military threat is greater than ever before and when, because of events in Berlin and Iraq, the Communist threat is more visible than ever before.

The debate comes at a time when we must either rescue the mutual security program from being gradually choked to death by inadequate funds or given the resources equal to the need.

It comes at a time when the Democratic leaders of this Democratically controlled Congress—who almost unani-

Washington Report

By WILLIAM S. WHITE

Washington—The warning bells for the future of foreign aid are ringing with rising stridency, but there is little indication that the Administration generally is paying much heed.

The program no doubt will survive the short-run—this year and next—at least if only because of the Soviet Union's habit of fomenting crises like Berlin. Its most effective, if unwitting, lobbyists, indeed, have been the Russians. They largely caused foreign aid to be adopted in the first place, in its initial form known as the Marshall Plan.

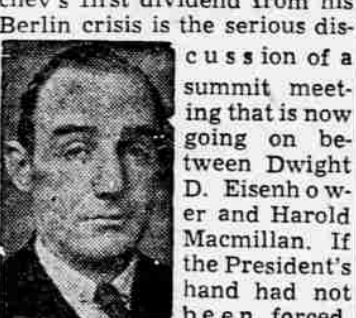
Less than tactfully, they overran Czechoslovakia just as Congress more than a decade ago was being asked by the Truman Administration to face up for the first time to the postwar economic and military vacuum left in Europe. Congress was understandably weary of shoving out the billions as it had done all during the war. But it simply could not look the other way in the face of this brutally candid disclosure of Russian intentions.

COMPLAINTS about waste have been treated as though they were irresponsible attacks on the principle of the program. Some of them have not been in good faith, but many have been. And these need urgent attention; the time for alibis is running out fast.

THE LONGER outlook for foreign aid, however, is far from good. President Eisen-

Matter of Fact

By Joseph Alsop
ber, the wooden Andrei Gromyko.



WITH regard to Khrushchev, in fact, the story of the summit agitation is highly suggestive. From the outset, the Kremlin's campaign for another rally on the heights took a most curious form. The first official call for such a meeting came from Nikolai Bulganin, then still official chief of the Soviet government. But the Bulganin call to the summit was solely aimed at the woolier sort of "world opinion." Since he demanded a meeting on the scale of an international garden party, Bulganin's official proposal was plainly designed to horrify any practical diplomat.

Concurrently with Bulganin, however, the man with real power in the Kremlin, Nikita Khrushchev, carried on a seeming-unofficial campaign for a quite different sort of conference. He spoke first through semi-private persons like Mrs. Franklin Roosevelt and Aneurin Bevan. He finally made his proposal quite openly, in a famous New Year's toast at the Kremlin. What he proposed was no international garden party, but a meeting in a corner between himself and Eisenhower, with no other nations represented except the United States and the U.S.S.R.

VERY obviously, Bulganin's proposal was solely intended to force acceptance of Khrushchev's proposal, as the more bearable alternative. Nonetheless, Khrushchev's messages and his toast were firmly ignored by the State Department. Still seeking a chance to talk with the President, Khrushchev thereupon agreed to a summit meeting in the U.N. Security Council, which was only prevented by the Chinese Communist protests.

The same theme emerged again during Prime Minister Macmillan's visit to Moscow, when Khrushchev so brutally underlined his lack of desire to talk seriously with any Western leader except the President of the United States himself.

For all these reasons, the able American ambassador to Moscow, Llewellyn Thompson, has advised the State Department that Nikita Khrushchev almost certainly has something important that he wants to say in person, and to no one but Eisenhower. What Khrushchev has to say may be most unpleasant, but it is worth finding out what it is.

That is one justification for a summit meeting. The other justification is the chance the President will have to warn Khrushchev privately but solemnly that he can push the United States just so far, but not a millimeter further.

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present mixture of military and economic assistance in a single Congressional bill and program is a case of oil and water. There is a world of difference in the two objectives. The one, military security, is totally intertwined with our national security. Military aid thus could be more rationally handled by simply and frankly throwing it all into the same large pot with the Pentagon's functions. One bazooka is pretty much like another, no matter the nationality of the corporal who fires it.

The second objective, economic aid, is both economic and political in purpose. It is unwisely involved now with our purely military planning.

AGAIN, in its longer meaning, economic aid to our friends is really only our present substitute for a fully rational policy of freer world trade. And it is at this point that the whole of the Administration, this time including the President as well, is performing in what can only be called an odd way. More and more we are putting petty protectionist devices on world trade. Here we deny to a foreign firm a construction contract it has won in open bidding. There we lay down import restrictions.

Thus, one hand of the government assists other countries in foreign aid. The other hand hampers them in foreign trade. And foreign trade is, after all, the oldest and cheapest of all forms of "foreign aid," and the best in the end for both parties to the transaction.

Finally, to one who has watched the program from its very beginning it increasingly appears that the Administration officials before Congress are putting the "secret" label on too many things too often. For years we have been spending millions on foreign military installations, some of which are right next door to Soviet or satellite territory. It is not likely that the Russians have got to read the Congressional Record to discover as much.

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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 an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Swallows Debunked Again

To the Editor: It is not at all necessary to be an ornithologist to know there is no vestige of truth in the front page item of the Mail Tribune stating: "The swallows returned to Mission San Juan Capistrano today to keep alive their traditional St. Joseph's Day appointment." Just common sense reasoning will convince anyone willing to learn, that no swallow or any other bird can be induced to break age-old established habits to keep an appointment with some human-designated day, be it saint or sinner.

Swallows, feeding only in flight, must follow the hatch of air flying insects. This depends on the weather. Thousands of swallows and other members of the finch family die in the south when an untimely freeze killed air-flying insects that such birds feed on in flight only.

Back following depression days, Capistrano first came out reporting the padres of the old mission claiming that old St. Joseph fed the starving swallows on March 19 some 160 years ago. So, ever since in gratitude for this kindly act, the swallows have returned on that date to the old mission. It surely does tax the imagination to know how St. Joseph could scatter the millions of live flying insects into the air for the swallows to gulp down in flight.

The M.T. item goes on to state that the swallows came in greater numbers than ever. This could be true as this is a very early spring and the swallows would arrive earlier than usual which I am willing to go on record as saying, despite the claims of one Ted Hodges to verify the swallows' arrival on the date named for 25 years. Where was Mr. Hodges on March 19, 1938 when this writer was there and no swallows showed up all day? When newsmen finally cornered the old padre, he said so many people coming scared them away. This is just not true, as we were almost the very first arrivals. This never made the printed page. But a banned news item in the Los Angeles Times did run "SWALLOWS RETURN." When we called the managing editor on it he stoutly maintained there must have been swallows there. When asked how come his staff-photographer had to photograph a cock-sparrow to go with the news item, he promised a correction on the false news, but never printed it.

F. J. Clifford,
Route 2, Box 200F,
Central Point, Ore.

Rigamarole and Rime
To the Editor: A Rime For You:
I like to see a man of his word,
A man whose words ring true;
I like to know that what he says,
That is what he will do.
We don't print poetry in the M.T.,
Nor writings of literary charm,
That's what the editor says,
And hopes it will do no harm.
Then straightway the correspondents' page
Is filled with mush and some slime,
Enough to make a heathen rage,
And feeble efforts at rhyme.
We don't print poetry in the M.T.,
Repeat it from time to time.
We don't print poetry, no siree,
We print rigamarole and rime.
(Ex. emphatically, for what it is worth.)
L. G. Weaver,
301 Haven St.,
Medford.

that we just can't get along without them.
But—
They'd all cost money.
A LOT of money.

WHY not close this piece by talking for a moment about something that would perhaps contribute more to highway safety than anything else that could be done—and it WOULDN'T COST A CENT. I'm referring to courtesy.

Just common, everyday courtesy. The same kind of courtesy we employ where or less EVERYWHERE ELSE, but fail to display on the highways. If we were all as courteous to others, as considerate of the RIGHTS of others, when we are out on the highways behind the wheel of a car, as we normally are in our homes and on the sidewalks on foot, our highways would be FABULOUSLY SAFER.

And it wouldn't cost a red cent.

POTLUCK

(By M-T Staff and Contributors)

A recent news item told how the Centennial caravan, which will move via covered wagon from Independence, Mo., to Oregon this spring and summer, will be taken to Missouri from Oregon aboard a big freight truck. This motivated one of our staff writers to poetry, as follows:

Wagons, wagons, eastward,
ho!
On to Independence, Mo.
Truck and trailer will provide

A horseless, uneventful ride.
There your true trek will begin.
Two thousand miles back home again,
On highways. In a hundred days,
A trail for tourists you must blaze.

"On to Oregon," caravan!
And with you, yes, that special van
Filled with feed, parts,
tools, supplies;
For beads, no doubt,
assorted dyes.

Polaroid glasses for the eyes,
And bug-bombs, just in case of flies.
The pioneer, that early bird,
Got no such worms, from what we've heard.
The Indians you need not fear.
They're licensed drivers, too, out here.
Remember, though, the trucker's code:
Endeavor not to hog the road.

The people in the welfare department spend most of their time working for the benefit of others, or, in the rather cynical phrase of some critics, do-gooding. Last week, be it noted, the office moved into a new location, and not a single person sent flowers.

Bud Forrester, the able editor of the Pendleton East Oregonian, recently wrote a little column which does two things:
1. It proves that the Mail Tribune is not the only newspaper in the land to be plagued on occasion with gremlins.
2. It tells a sad story so well, and it comes so close to home, that we herewith reprint his remarks:

"Some of the terrible things, none of which can be explained, that happen in a newspaper plant on Mondays, have been spoken of in this column. We did not speak of something that the gremlins that inhabit newspapers do any day that they think the editors need a little needing.

"This little game the gremlins enjoy is taking some type that belongs in one story and moving it into another story. You say, 'Pshaw! How could gremlins do that? How could they pick up type and move it around?' Well, we used to scoff at it, too. But we have had to conclude that it is gremlins that do it because no printer has ever confessed having done it.

"This is something that happens on all newspapers, not only at the East Oregonian. Just last week we saw this in the Coos Bay World: 'The Congress took no action. But Truman remarked: 'Zud removes rust and stains from bathtubs.'"

"The gremlins get in their dirtiest licks when they exchange the lines of type under two pictures. Editors who have had that experience awoken in the night with the screaming heebie-jeebies. We recall the case of Tom Shea, managing editor of the old News-Telegram in Portland, who never was the same after the gremlins exchanged the lines of type that were under a picture of a bride with those under a wrestler's picture. The wrestler didn't complain, but what the bride and her relatives said left Mr. Shea in a state of shock for days.

"There is no explanation for a story that involves you, don't expect an explanation. You can only be given an apology."

Just to prove things, the gremlins arranged for a typographical error to appear in Bud's column that day. The word gremlins came out spelled "gremilins."

The Mail Tribune's unofficial gremlin-counter, that man in Phoenix, points out that a recent story talked about a "reformed" (instead of reinforced) bridge.

He commented, "And I always thought that 'talking to a stone wall' was a figure of speech! Will the information poured into the new structure bring it up to date historically, or physically?"