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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
April 12, 1929 (Tuesday)
Medford city councilmen will convene tonight to discuss how to raise funds to complete the Hawthorne park swimming pool.
Outboard races were held on Emigrant lake Sunday.

20 YEARS AGO
April 12, 1919 (Wednesday)
Ted Shawn's dance troupe presents a program depicting episodes of American history at the Holly theater.
From Arthur Perry's "Ye Smudge Pot" column: "Quite a number of the Older Girls are busy every afternoon playing conflict bridge."

30 YEARS AGO
April 12, 1909 (Friday)
The high school safe is blown and investigators find \$100 missing.
The state game commission turns down plans for an earlier opening of the trout season.

40 YEARS AGO
A 14-year-old local youth swipes a horse-drawn milk wagon and goes for a ride.
Jackson county's quota in the victory loan drive is \$526,950.

50 YEARS AGO
April 12, 1909 (Monday)
Ashland seeks a new hospital and a Carnegie library.
Improvements for Crater Lake national park, including blazing a trail for horses and the erection of new buildings, are announced.

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

1. If a person is reported to be in the arms of Morpheus, what would he be doing?
2. What is the name of the British national anthem?
3. Each year a "Mummers" parade is held in Philadelphia, Pa.; is this event in March, October, or January?
4. The flesh of calves when sold for food is called what?
5. Who was the only U.S. President to remain a lifelong bachelor?
6. Name the capital of Hungary.
7. Correct the following: "Bacteria was found to be abundant."
8. Name the five senses.
9. The writing material in lead pencils is lead; true or false?
10. Where, in Virginia, was the first permanent English settlement made in America?

1. Sleeping. 2. "God Save the Queen." 3. January 4. Veal. 5. James Buchanan. 6. Budapest. 7. "Bacteria were . . ." 8. Sight, hearing, smell, taste, touch. 9. False. 10. Jamestown, Va.

Rubber Workers Strike in 11 States
New York - (UP) - Rubber workers were on strike against U.S. Rubber company plants in 11 states Friday because of failure to reach agreement with the company on contract terms covering pensions, insurance, severance pay and working conditions.

Two Approaches

In a filing cabinet in this office, there is a fat folder filled with arguments, propaganda and information about automobile liability insurance.

Much of it deals with two controversial proposals—with compulsory automobile liability insurance (as proposed by former Gov. Robert D. Holmes), and with a compulsory "uninsured motorist" clause on automobile liability insurance policies (as proposed by Gov. Mark Hatfield, and as passed by the legislature last week).

Both proposals seek to solve the same problem—that which arises when an innocent person is hurt or damaged in an automobile accident, and when the guilty party has neither the insurance nor the financial resources to make it up to him.

BUT they approach it differently. The compulsory insurance proposal, briefly, would require each motorist, before receiving a driver's license, to offer proof that he can compensate anyone he injures through his own fault, either through insurance or some other means.

The uninsured motorist proposal, on the other hand, requires insurance agents to include in all liability policies a clause which would give protection to the policy owner for personal injuries inflicted by another motorist who is at fault in an accident, and who has no liability insurance of his own.

THE latter bill, as passed by the Oregon lawmakers, in effect will charge conscientious motorists an extra few dollars a year to protect them from the actions of other, less-conscientious motorists.

This is the chief argument against it—that it penalizes those who are attempting to fulfill their responsibilities, and does nothing to penalize those who are not.

There is nothing against such a clause of itself. It offers a means for a driver to protect himself and his family. But when the state makes it compulsory, that's something else again.

It could even have a tendency to decrease the number of people buying liability insurance, because of the extra cost. And while it will increase protection, it does nothing to get at the heart of the matter—the motorists who own no insurance.

OREGON at present has a "financial responsibility" law. It does not require a showing of financial responsibility (insurance, bonds, or other provisions) for all motorists. But it does require such a showing after a driver has been involved in an accident, and before he can drive again.

Proponents of compulsory insurance simply seek to extend this to require such a showing of financial responsibility before a person can drive at all—not after the first accident.

Arguments against this, as marshaled by insurance companies, are impressive. And it probably is true that it would create as many problems as it would solve—particularly for the insurance companies. They mention such things as "politically determined" insurance rates, difficulty of administration, the need to set up insurance pools for high-risk drivers, and so on.

IN ANY event, Oregon will have a chance to try out the uninsured motorist clause for at least two years and see how it works.

But we have yet to be convinced that a compulsory insurance law, despite somewhat clouded records in Massachusetts and New York, cannot be written to satisfy many of the objections, and still place the burden of extra insurance where it belongs—on those who do not now carry any for the protection of others—rather than on those who already are carrying such protection.—E.A.

Insurance 'Merit Rating'

Another facet of the automobile insurance picture is attracting attention, in California.

There, insurance companies are finally getting around to charging lesser premium rates for safe drivers than for those with accident records.

There is, first of all, the "standard rate," which all new drivers will be charged.

If a driver has a three-year record of no accident claims and no serious traffic violations, he will receive a 20 per cent reduction in his premium.

THOSE who have one claim, or one traffic citation, during the three-year period, will pay the standard rate.

But those with two or more accidents or traffic convictions will pay progressively higher rates, up to a maximum of just double the standard rate for those with five accidents or convictions.

Such a "merit rating" system has been tried from time to time by a few companies, but it has not been universally successful, without all companies participating. If the California experiment proves effective, it will be extended to other states where records of drivers and accidents are kept.

WE HOPE the plan is successful. Not only is it fairer for safe drivers to pay less than for reckless ones, but such a sliding scale could well be an incentive for safer driving.

Admittedly the reckless driver is not exclusively motivated by his pocketbook, but if he finds himself paying more than double the insurance premium that his neighbor does, he might tend to slow down a bit.—E.A.

Dennis the Menace



"THAT'S IN CASE I GET THIRSTY FOR A ROOT BEER DURIN' THE NIGHT."

Washington Report

By WILLIAM S. WHITE

NEW CHALLENGE

Washington - A great challenge to American statesmanship, lying even beyond all Berlin in crisis

solutions, is rising into distant view. No solution over Germany can be good if it leaves the Western alliance less united, less strong, less united. And it is increasingly clear that Allied unity cannot be long maintained without revolutionary changes in Western world trade policies. If armies must march on their stomachs, so must nations. And the free nations cannot march in useful comradeship until we make truly enlightened bread-and-butter arrangements, trade arrangements, that will remove the ever-present prospect of economic cold wars within the West itself.

Indeed, the Western allies are divided now by more than their differences over the best political and military approach to make to the Russians at the prospective summit conference. The United States is alone in its 100 per cent devotion to reunification of Germany as the absolute, top "must." This is conceded in official quarters here. (We are so adamant because we believe that without reunification sooner or later the big war will come).

TRUE, the West Germans are for reunification—but really only for a kind. They have no wish to be dumped into a common German sea with East Germany, with its hated Prussian tradition and its long indoctrination in Soviet communism, might control the common tide. The West Germans want reunification only if it will not submerge the civilized structure they have so painfully raised. The French are far more concerned in not weakening the West's military posture in Europe by the withdrawal of a single infantryman than in only German reunification. And the British, who are relatively the closest to our position here, are not by a long way so desperately devoted to reunification. There are two good reasons. Britain in all the West suffered more and longer from German milita-

rism in World War II. And the British, the historic world traders, are increasingly hard hit to make trade ends meet.

CONTINENTAL Europe, and West Germany in particular, are flourishing. Incredibly, West Germany has now passed Britain in total exports. This is not an easy thing for a bloodily drained ally to take from a country that helped wreck the British economy in war and has since been brought to trade eminence by the generosity of those she so savagely fought.

All this explains the obvious worsening in British-German relations that now finds old Konrad Adenauer speaking of Britain with open bitterness. And matters are not being improved by suggestions that Mr. Adenauer has no intention of relaxing his control in kicking himself upstairs from the chancellorship to the presidency of West Germany.

A Germany reunited by whatever means might soon put the British in an even worse competitive world trade relationship. To ask them to accept reunification as the highest Allied aim is to ask them to accept again, as repeatedly they have done for a decade, a disproportionate sacrifice in the service of high Western policy.

THUS, two enormous facts of life press against our insistence that reunification must be the indispensable. The first, the memories of those who suffered from the old Germany, is beyond help. But we can do nothing about the second. Our statesman can find a way not endlessly to put British economic life under handicap from the powerful new Germany we have in mind.

Militarily, the Western alliance is one for all and all for one; there is an assured helping hand from the strong to the weaker. But no Berlin politico-military accommodation can properly alter the vast postwar change in the economic balance of power in Europe. It is this balance which must be redressed by the economical helping hand, if we are to maintain the military balance of power that alone can give us some long-term safety from the Russians. (Copyright, 1939, by United Feature Syndicate, Inc.)

Matter of Fact

By Joseph Alsop

LONG ROAD FROM LANCHOW

Washington - Among the tiny number of Americans who know the factors in the problem, there is almost breathless excitement about the rebellion in Tibet.

It can, they say, shake the Chinese Communist regime vastly more profoundly than the rebellion in Hungary shook the Soviet regime. Everything depends, of course, on whether the Peking government can swiftly drown Tibet in blood, as the Moscow government drowned Hungary. If that happens, the rebellion will merely have revealed to Asia the ruthlessness of Chinese Communist imperialism. Judging by Jawaharlal Nehru's reaction, the Asians are more likely to be intimidated than indignant.

But the war-like Khambas of Eastern Tibet have already maintained their rebellion for two years. The attack on the Dalai Lama is quite likely to inspire the tribes of northern and western Tibet to join the Khambas. Altogether, the odds would seem to be against

prompt suppression of the rebellion by the simple technique of human massacre. And if this rebellion, which has simmered along through the last two years, actually continues through another year, what then will happen?

GEOGRAPHY is the only reason why this immense grave question really exists as a question. Geography not only gives the tough Tibetan mountaineers an inestimable advantage over the better-armed Chinese soldiers, who are not used to a country with lowlands 14,000 feet above sea level. Much more serious, geography also quite fantastically multiplies the cost of maintaining adequate Chinese anti-guerrilla forces in Tibet.

The Chinese armies now in the country have been much exaggerated. They do not number more than 60,000 men; but they are now being hastily strengthened. They can certainly suppress the rebellion by next autumn at the latest, if they can only prevent the rebels from planting their summer crops in Tibet's limited area of arable valley land. But 120,000 men is a conservative estimate of the total force that will be needed

In the Day's News

By FRANK JENKINS

In these days, how to get the money with which to provide the governmental services that people want is a problem. Here's how one small community back in the Middle West has been solving it:

Mayor Earl M. Roubesh of the town of Canfield, in Ohio (population 1465 at the last census) admitted the other day that he has fined motorists \$202,000 in the past 30 months in what in Ohio is called the mayor's court.

That's somewhere in the neighborhood of \$140 per individual of his town's population. So it stands to reason that he didn't confine his fining to the home town folk. They wouldn't have stood for it.

If he had tried it, there would be another mayor by this time.

THAT raises a question: Whom did he fine?

One assumes that he levied the fines on outside motorists who went through town at speeds higher than the local limit.

In other words, a speed trap.

THAT suspicion is confirmed by the fact that he made his admission before a committee of the Ohio legislature that was conducting an investigation of Canfield's traffic practices.

Mayor Roubesh was equal to the occasion. He told the committee:

"I don't do it for revenue. "It's for highway safety."

HMMMMMM.

He has a point there.

It is generally conceded that excessive speed contributes to highway accidents.

And—

It is more or less generally assumed that CERTAINTY OF PUNISHMENT causes people to be more careful about infractions of the law. Suppose you knew that every time you did something you knew you shouldn't do, you'd be hauled into court and fined? You'd be inclined to DO IT LESS, wouldn't you?

Besides, the money came in handy. It paid for a lot of SERVICES that otherwise the people of Canfield would have had to do without or pungle up for themselves.

THAT brings up an ancient tax maxim that goes something like this:

"That tax is best which gets the most feathers with the least squawking from the goose."

The mayor of Canfield has obviously been following that rule.

for this kind of summer campaign, if the rebellion does not conveniently collapse.

IN SUCH anti-guerrilla operations, moreover, many of the guerrilla-chasers will have to be widely dispersed in small packets. The packets will unavoidably require air-supply from Lhasa and other Tibetan centers; so there will be an additional need for some transport aircraft and aviation gas. With their supporting aircraft, the fuel for the planes, their own ammunition and their food, forces numbering 120,000 men in Tibet will surely need a minimum of 10,000 tons of supplies each month. That is the lowest tonnage figure, after a wide allowance has been made for the Chinese soldier's knack of doing much with little.

The tonnage of supply may seem trivial, until you take a look at the best of the available supply routes. This is the new military road, running from Lanchow in northwest China, through the barren wastes of Tsinghai, and across uncounted terrible mountain passes to Lhasa. No road in the world traverses such fearful terrain, so ideally suited to guerrilla attacks on convoys; and the length of the whole road is close to 1,200 miles.

Furthermore, a truck setting out from Lanchow for Lhasa cannot carry a pound of other supplies if it carries its own fuel for the round trip. Thus the convoys of military supply trucks must be sustained by great numbers of additional trucks, to establish wayside fuel depots. Considering the character of Chinese transport, 10,000 trucks is a fair minimum estimate of the over-all number needed to lay down 10,000 tons of supplies per month in Tibet. And this is no job that can be taken over by coolies, either. For there is no food along the road, and the A-frame brigades could not even carry their own rice requirement out of Lanchow.

AGAIN, a special call for 10,000 trucks may seem relatively trivial, until you consider that this is nearly a quarter of the entire road

Education Costs High, Going Higher: Here Are the Reasons

By HELEN B. SHAFFER

(Editor's note: Costs of education are going up all the time—both the costs of educating boys and girls at home in grade school and high school and the later costs of sending them away to college. The following article tells some of the reasons why.)

Washington - Spending on the education of American young people will total at least \$20 billion in the current academic year. The bill for public and private education has jumped from \$14 billion to \$20 billion in only three years, and the forecasters say it will go on up to at least \$30 billion by the mid-1960s.

This is plainly something more than a result of creeping price inflation. The reasons why school costs are going up much faster than other costs are not hard to find. There are more children to educate than there used to be; more of them are finishing high school and going to college; and more money is being spent on each pupil. All this requires more buildings and more teachers. And salaries of teachers have had to be raised. In the end, the additions along the whole line translate into dollars—billions of them.

Figures Show Why

A few figures demonstrate why the costs of education are rising so rapidly. Total school enrollment, from kindergarten through college, has shot up in five years from 36 million to 43 million. The proportion of children 14-17 years old who are in school has risen from 79 to 90 per cent since 1940, and in the same period the proportion of young people 18-24 years old who are in school or college has risen from 13 to 22 per cent. Average expenditures per pupil in public schools have increased in ten years by 72 per cent. Average salaries of classroom teachers have gone up 75 per cent in ten years.

Nearly one-half of the cost of higher education is defrayed from public funds, but students at state universities are far from being wards of the taxpayer. Unless they live close by, they have to pay out substantial sums for board and room. A government sampling survey indicates that total expenditures of college students, including tuition charges, run on the average at about \$1,700 for the academic year in public institutions of higher education and at about \$2,200 in private institutions.

Tuition Fees Differ

The difference is accounted for mainly by larger tuition fees in private colleges and universities. The average tuition charge in state universities is only \$225 as against nearly \$800 in private universities. The fee in many cases is considerably higher. Princeton's tuition of \$1,200 is going up next year to \$1,450. The minimum inclusive fee for tuition, room and board at Vassar is \$2,550.

Increased college costs are offset to some extent by increased availability of scholarship funds for able and needy students. The Office of Education found that \$66 million in scholarships was distributed to 237,000 students in 1935-36, and both totals are undoubtedly larger today. Though scholarships rarely pay all student costs, college men often are able to find jobs that will pay as much as one-fourth of their total expenses. Various loan programs, federal, state and private, provide another source of aid.

Opposition Stirred

Costs of education could not transport capacity of Communist China. Fuel for transport, air transport, and road transport in fact constitute the three most critical shortages in China today. A prolonged and obstinate rebellion in Tibet will impose an increasingly unbearable strain in all three critical shortage areas. And this strain will come just when Communist China's morale and resources are already strained to the uttermost by the vast upheaval of the communists program.

Certain results are easily predictable. The inhuman difficulties of the communists program will at least be doubled by continuing rebellion in Tibet. The difficulties between Russia and China will also be increased, since Russia will surely be asked to help out. And, if, if the Tibetan rebellion is really long continuing, the equation of the commune plus the strain of Tibet can just imaginably equal a general explosion.

"This sounds like daydreaming, and at this stage it is daydreaming. But it is sometimes useful to contemplate the other side's troubles, when the Western alliance has so many troubles of its own.

go up the way they have, however good the reasons, without stirring strong opposition. Most of the controversy now is over the amount of spending necessary to maintain educational facilities of high quality and over the extent to which higher education should be subsidized. Some persons insist that a good deal of school money is going into luxury facilities and frill courses not essential to a good education. Others question the advisability of trying to give

a full high school education to pupils obviously not equipped to benefit from it. On the college front, objection is voiced to proposals for federal scholarship aid. Some estimates place as high as 100,000 a year the number of able high school students kept out of college by lack of financial resources. But critics of mounting educational costs contend that where there is a will to obtain higher education, the student will find a way.

POTLUCK

(By M-T Staff and Contributors)

They're fewer, but longer and bushier, these days. Beards, that is.

The men, apparently, are being separated from the boys.

Those with the determination (and adequate hirsute talents, too, of course) have stuck with the Centennial beard-raising bit. Those without sufficient determination, or whose wives have equal determination, or those who suffer from itchy faces—haven't. The select few are sporting what are, by now, some pretty impressive whiskery displays.

One of these hardy souls, who dubs himself "Old Snort", and whose name would be familiar to Mail Tribune readers if he permitted us to print it, is reported to have a rather astounding growth. In commenting on it, he wrote us the following note:

To jobs at whiskery you and me. To heed them, should we or not? But let me say to kith and kin (No matter if a her or him) Much longer is my beard to be Before it's any shorter.

We learn by a clipping from the Denver Post, thoughtfully mailed to us by Mrs. W. D. Cousineau of Roberts rd., that people in the mile-high city are having their Centennial-whisker problems, too.

With at least one Denver resident, it took a reverse slant. This man had worn a mustache for 11 years, but as soon as everyone else started growing face hair, he shaved it off, and was quoted by the Post as saying, "I didn't realize how uncivilized face fur looked until all this Centennial whisker-raising started."

And he added that, given time, he might grow it back again—but NOT before the Centennial is over and all the beards shaved off.

Mrs. Cousineau wonders, "How many 'native' whisker-raisers here feel the same way?"

Do you suppose it's just jealousy?

The new styles for ladies, we are led to believe, call for short skirts and stockings of various hues—from blue to red. One olderster, on learning this, was overheard to remark, "And I thought her legs were blushing because her skirt was so short!"

Last week we discussed catnip briefly, using as our authority the Oregon department of agriculture and Webster's Collegiate Dictionary.

John Q. Stewart of Grants Pass read our paragraphs, and contributed some additional information of his own, as follows:

"Catnip has a small white flower with dark-colored dots in the throat of the corolla. In Sunday's M-T your column stated that the flower is blue. There used to be lots of it in western Pennsylvania. As far as I ever observed, cats were indifferent to its pleasant odor.

There has been much frenzied activity this week end, what with the Pear Festival, Sportsfair, and all.

One of our staff members, ruminating on this, looked moodily up into a flowering tree the other day, then wrote down the following:

BLOSSOMS AND TRANQUILIZERS
Pears may suffer from decline, But never do their spirits sink. In fact, they seem so sound of mind I sometimes wonder if they think.

"Our lives are fruitless," men may say, But pears, sun-smooched, on plant boughs, Sway in the gentle breeze all day. And never wrinkle up their brows.

Parasites may plague them, true, But all neuroses they avoid. I've never seen a pear grow blue. I've never seen a pear annoyed.

A word to our teenage friends: Youth is glorious, but it isn't a career.

Try and Stop Me

By BENNETT CERF

CAMPUS CUTUPS:

1. He: May I borrow your handkerchief?
She: Got a cold?

He: No, my shoes need polishing.

2. Hinkle: Can you think of anything worse than raining cats and dogs?
Hankle: Yes. Hailing taxicabs.

3. He: Honeychile, will yo' all marry me?
She: Oh, Truman, this is so Southern!

A lot of money was riding on a set of doubles coming up on a Palm Springs tennis court, and an argument developed on who was to get the first serve. A big producer finally pulled a quarter out of his pocket. "Only one way to settle this," he announced. "Everybody will throw up."

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