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Notes on a Trip

I—Medford to La Grande
The 500 or so miles from Medford, in southwestern Oregon, to La Grande, in northeastern Oregon, make a long, hard drive in one day.
But the trip is rewarding. It takes one through at least nine distinct types of scenery, each different and each, in its own way, either interesting, spectacular or beautiful.

The first few miles, from the floor of the valley to the top of the Cascades at Crater Lake (Highway 230 was closed by one of its endemic slides) is familiar to Medford people, but is nonetheless a beautiful section of country, culminating in the always-spectacular, always-different vista of the great lake itself.

GOING down the gentle east slope of the mountains through the Jack Pine and Ponderosa country, one gradually descends from the "high Cascades" to the "high plateau," which stretches along the east side of the range from border to border, and which verges on the "high desert" just to the east.

This is a green country, at this time of year, with the highway running mile after mile through stands of timber, interspersed with meadows and farmlands, until it comes to the sagebrush and rimrock country in the Bend-Redmond-Madras area, much of which has now been reclaimed through irrigation and converted into amazingly fertile fields.

Off to the left as one goes north are the snow peaks of the Cascades—McLoughlin (or Pitt), Thielsen, the Three Sisters, Washington, Three Fingers Jack, Jefferson, and away to the north, Hood. Further north one can frequently see Rainier, Adams and St. Helens, in Washington.

NORTH of Madras, as the car follows Highway 97 northeastward, one climbs through Cow Canyon (once a major threat to life and limb, now an easy grade on excellent highway) into the "high desert," where sage brush grows alongside the snow drift fences.

The little town of Shaniko, smack in the middle of nowhere, could, if it weren't for the highway and a couple of service stations, serve as a setting for a western cow town movie.

But to the north the rolling hills change to the bright and startling green of unripened wheat, instead of the brown and light green of sage. Grass Valley, a tiny community tucked down in a fold of the hills, appears to have plenty of water this year, and the grass after which it is named is breast-high. Moro, too, is green. And the farms look prosperous—many of them newly remodeled, with big, dish-type, directional TV antennas pointed north.

AT WASCO, the last of the few wheat towns on this route, one begins the descent through a barren canyon to the Columbia. One comes upon it suddenly at Biggs Junction—wide and brown, with the serene Washington hills on the other side, and Sam Hill's amazing palace of Maryhill (now a museum) visible in the distance.

Highway 30 eastbound along the river is in vivid contrast to Highway 97. One is a major east-west thoroughfare; the other is a much-traveled interregional highway. But both, for much of the way, traverse barren hills.

There is a narrow strip of greenery along the Columbia here, but above and beyond the escarpments of the gorge still are wheat and sage.

LEAVING the mighty river, one comes to flat country, with only an occasional rounded hill. Past the Army ordnance depot and Air Force firing range, one comes once again to green fields—wheat, mostly, but also a few fields of peas or other crops. This in turn changes to hills again before the sharp descent into the valley of the Umatilla at Pendleton.

The two major landmarks here are Eastern Oregon State hospital, and the Pendleton Round-Up grounds. The city, once almost strictly a cow town, is now more dependent on other forms of agriculture, mostly wheat and peas.

Outside of Pendleton a recently-improved highway climbs the grades and curves, through the Umatilla Indian Reservation, to the tops of the Blue Mountains, where much of the road is now high-standard freeway (it will all be in a few years), soaring across the top of the world amidst trees and alpine meadows.

THE Blue Mountains are among Oregon's loveliest. They are not as rugged or spectacular as the Cascades or Steens or Wallows, but for rolling, green beauty they are hard to match. They remind one of Germany's Black Forest.

The descent into the Grande Ronde valley is now complicated somewhat by highway construction, but parts of it remain attractive, if curvy. The new freeway appears to slice down the mountain almost in a straight line. A portion of it is nearly ready for use.

THE valley itself was green this June, and is set off by the backdrop of the Wallows, the "Swiss alps" of Oregon.

LA GRANDE has four staple branches to its economy—the railroad (Union Pacific), farming, lumbering, and Eastern Oregon college, a school comparable in size and purpose to Southern Oregon college in Ashland.

It is a pleasant little town, where the sidewalks are rolled up at about 9 p.m. But the noise of the switching in the railroad yards goes on all night—a sign of healthy economic activity, but hardly designed to lull to sleep the guests on the seventh floor of the Sacajawea hotel a block and a half away.—E.A.

(To be continued)

Dennis the Menace



"I THOUGHT MAYBE THEY'D LIKE A LITTLE EXERCISE WHILE I'M TAKIN' MY BATH."

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 initials 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.

Log Truck Regulation

To the Editor: House Bill 72 was vetoed at the end of the session by Governor Hatfield.

We of the Oregon Log & Truckers League, have for three years pressed for the legislation contained in HB 72.

Briefly, this bill would have required a new applicant for a log hauler's permit to show the need for his service before granting of the permit. Were he able to show the need, the Public Utilities Commissioner would grant the permit. If not, the permit would be denied. With the exception of log and dump trucks, all other volume haulers enjoy this protection.

The second section of HB 72 gave to the Public Utilities Commissioner the power to classify roads with respect to surface and width, and to fix, after hearing, fair and just rates for the haul as indicated by the types of roads used.

Again, this protection is available to other hauliers excluding log and dump trucks.

Logging truck operators in Oregon are completely unregulated. There is no bar to the entrance of additional operators to this field, even though it should be plain to the least prudent observer that there is an abundance and very probably a surplus of operators and equipment available at any time during the year.

There is nothing to prevent established operators in the adjoining states from sending their trucks into Oregon to look for hauling contracts during the winter months when work is not available in their own states.

It seems to be sharp practice of many lumber companies in Oregon to reduce the hauling rates which they are willing to pay during the winter months to a fraction of the normal rates, knowing that with a surplus of hauling facilities in the market, and with many of the operators reduced to desperate circumstances, it is possible to have their logs hauled below the actual cost of operation during the winter months.

The people of Oregon have the right to expect all trucks on our highways to be well maintained, safely loaded and driven.

The operators of these trucks have the right to expect that their hauling agreements be based upon the cost of the haul plus a fair profit.

We do not doubt that Governor Hatfield had reasons, perhaps to him important reasons, for vetoing HB 72. However, the ones expressed to date seem to be excuses, not real reasons.

Claude A. Davis, President, Oregon Log and Lumber Truckers League, 1277 Commercial, Coos Bay, Ore.

Butte Falls Development

To the Editor: In regard to the last trip of Medford Corporation's Shay locomotive, why didn't the city of Medford arrange for about 15 or 20 cars for the trip and a "come one, come all" invitation for those who might like to make the trip? I'm sure that would have been a better arrangement.

As a matter of fact, I think that if the people of Butte Falls and way points between Butte Falls and Medford were to put out a little effort they could make the Pacific & Eastern track a real tourist attraction that would pay off, by procuring one of the old 4-4-0 type locomotives and coaches sufficient to serve customers and run an excursion train on

Way to the Graveyard

To the Editor: President Eisenhower has stated: "It is not the goal of the American people that the United States should be the richest nation in the graveyard of history."

That we are rapidly approaching the graveyard of history, seems to be implied in his statement. John Augerhole, Roadheader and the Man at the Gate Post, is inclined to believe him. Surely, not so far in the future disaster is waiting, like Hector at the walls of Troy.

The federal debt has no limit, for as the debt grows larger the limit is extended a few billions to keep it in the clear. A flexible limit is no limit at all. New sources of revenue must be found; taxes on present sources must be raised to meet the requirements of present governmental operations. Union workmen force employers to pay higher wages, their products cost more and salaries of officials must be raised in proportion.

At election time about one-half of the registered voters go to the polls and elect to office those candidates who promise a government-built house on Easy Street, and dams in Hells Canyons; colossal school buildings on every knoll, and ten lane highways in every state. They vote for unemployment pay, a yearly wage and a pension. They vote for subsidies to the world at large and American wheat growers in particular. Abraham Lincoln once said, "If the United States is ever destroyed it will be from the inside." He was so right!

The goal of the American people is well on the way toward attainment; the American Republic has passed from the world community of Nations and as a Democracy it is on its way to the graveyard of history.

Joseph J. Hall, Shady Cove, Ore.

Portland State Appoints Manager

Portland—(UP)—William T. Lemman Jr. has been appointed business manager at Portland State college, President Branford P. Millar said today.

Lemman, a graduate of the University of Oregon, has been fiscal officer for the Agricultural Experiment Station at Oregon State college. He was formally assistant business manager at Portland

Lemman replaces Leslie E. Newhouse, who resigned to accept a position with the International Cooperation Administration in Haiti. Lemman's appointment is subject to approval of the State Board of Higher Education.

France, Italy, Seek Greater NATO Roles; Ambitions Keep Western Alliance Shaky

By PHIL NEWSOM UPI Foreign Editor

President Charles de Gaulle is proceeding methodically toward his avowed goal of obtaining for France new recognition as a world power and as a decisive voice in the affairs of Europe.

A step in that direction was his recent visit to Italy which resulted in a joint French-Italian call for a meeting of Western foreign ministers in Geneva prior to the July 13 resumption of the Big Four talks there.

An added starter would be Italian Foreign Minister Giuseppe Pella.

It would provide an interesting alignment.

On the one hand would be France and Italy, solidly aligned in their fields of special interests, including Mediterranean defenses and a greater voice in the North Atlantic Treaty Organization (NATO). Italy probably also could be counted upon to join De Gaulle in his opposition to a summit conference with Soviet Premier Nikita Khrushchev.

This in turn would align them against Britain, which alone among the Western powers continues to press for a meeting with the Russian leader regardless of success or failure of lower level negotiations.

Relations Turn Cool

Also aligned against Britain would be West Germany,

whose mounting annoyance with Britain Prime Minister Harold Macmillan's summit maneuverings has led to hot words and relations about as cool as they can get among friends.

Trying to preserve a balance would be the United States, which also is wary of a summit meeting but not with the same vehemence as France and West Germany.

The above is only a partial summary of the wheels-within-wheels differences dividing the Western Allies and giving Khrushchev the confidence that time is on his side.

West Germany's great preoccupation is the reunification of Germany and a settlement of the Berlin problem. It fears that British anxiety for peace may lead to a German "sellout."

De Gaulle's great preoccupation, on the other hand, is a settlement of the uprising in Algiers.

He believes neither the United States nor Britain has shown proper sympathy for French problems in Algeria and Italian support for France's Algiers position undoubtedly was one of the things he sought in Rome.

While Italy no longer is a colonial power, French and Italian cooperation on spheres of influence in Africa goes back to the year 1900.

Desire for Voice

Of special common interest is the desire of both for a greater voice in NATO affairs. Italy long has been resentful at what she believes to be one-sided decisions taken by the United States and Britain in NATO affairs in which Italy also is deeply involved.

Italy's army, one of the largest in Europe, is totally committed to NATO. She has agreed to U. S. missile bases on her soil, and, besides the Mediterranean, she also guards an invasion route from the north.

These, she believes, entitle her to consultation.

On this particular point De Gaulle would hit a sensitive note and win Italy's hearty cooperation.

De Gaulle realizes fully the importance of France's strategic position in European defenses and is using it to the hilt in his current negotiations with the United States.

There is little hope that any of these issues can be settled before July 13. They give Khrushchev hope and they continue unyielding attitudes on issues of world peace.

Up and Down Go the Flags; Demand Brisk for 49 Stars

By FRANK ELEAZER

Washington—(UP)—The way things are going the most spirited patriotic display around here on July 4 will take place on the roof of the capitol.

Starting at 12:01 a. m., when the new 49-star flag becomes official, a crew of maybe 10 capitol police will lay aside their law books and pistols and

spell each other for hours running flags up and down a battery of five flag poles.

According to capitol architect J. George Stewart, this could go on through the dawn's early light, all day, and maybe into the night, depending on certain factors like whether you, too, want to get into the act.

Based on present indications, at least 1,000 Scout troops, Legion posts, chambers of commerce, and ordinary taxpayers are hoping to acquire the first 49-star flag to be flown over the capitol.

Barring acts of God, like thunderstorms, Stewart will see to it they all get it, almost. Specifically, each applicant will receive a 49-star flag duly certified to have been flown over the capitol the first day on which this was legal. Of course the first flag to be flown over the capitol will go to the new state of Alaska.

Still Not Too Late

Stewart won't like me for this, but actually it still isn't too late to put your name in the pot.

An air mail special to your Congressman, enclosing \$5.80 to cover the cost of a brand new, beautiful 5 by 8 flag, or \$2.35 for one just as pretty but only 3 by 5, is all that's required.

Just tell him you want a flag that has flown over the capitol on the Fourth of July. He will buy the flag in the House stationery store (and those prices are about half what you would pay elsewhere) and pass it along in its red, white and blue box to the architect's office.

As of Monday, that office was awash in red, white and blue boxes, awaiting the historic day.

Of course, there are always some people who have to be different. They are asking for the last 48-star flag to be flown over the heads of the Congress on July 3. But to get in on this you will have to supply your own flag. The stationery store is sold out of these old-fashioned models.

Congress got into the flag business so long ago nobody remembers when. The original idea was to award some worthy group the tattered remains of the big 8 by 12 flags that fly rain or shine and 24 hours daily, from the East and West fronts of the capitol.

Business Steps Up

But these didn't wear out fast enough to meet the demand. So along about 1937 some bright member just bought a new flag and took it to the people in charge.

"Just let it flutter a minute, and then give me a letter to certify that it did," he requested.

The word got around and Congress' flag business has been flying high ever since. Last year 2,850 emblems went out, each with an appropriate letter from Stewart, certifying to its historic flight.

Stewart, in his letter doesn't actually say how long the flag flew in its honored position. If asked, he says several minutes aloft in the breeze is what he shoots for but when business is humming, something less may have to suffice.

Bids Accepted For Band Room Addition

Bids will be received through July 9 for the construction of a band room addition to the physical education activities building of the Elk-Trail elementary school.

The building will be on a concrete slab with block masonry walls and will include asbestos floor and acoustical tile.

Bids will be received by the Eagle Point school district board until 8 p.m. July 9, it was reported.

Plans and specifications are available from James K. Hoey, 56 Quince st., Medford, and Cal-Ore Builders Exchange, 40 South Fir st.

Portlander Red Cross Representative

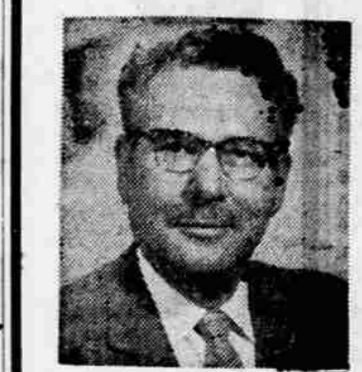
Portland—(UP)—Miss Ruth A. Horn of Portland has been appointed a Pacific Area Red Cross field representative, the Portland-Multnomah County Red Cross Chapter said today.

Miss Horn will assist 17 chapters in central Oregon and southwest Washington in developing and coordinating Red Cross programs.

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