

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

ROBERT W. RUIHL, Editor HARRY CHIPMAN, Teleg. Editor RICHARD JEWETT, Sports Editor OLIVE STARBUCK, Women's Editor DALE ERICKSON, Circulation Mgr. An Independent Newspaper Entered as second class matter at Medford, Oregon under Act of March 3, 1879.

SUBSCRIPTION RATES By Mail—in Advance, Copy 10c Daily and Sunday—1 year \$15.00 Daily and Sunday—6 mos. 8.00 Daily and Sunday—3 mos. 4.25 Sunday Only—One year \$4.25 By Carrier—in Advance—Medford, Ashland, Central Point, Eagle Point, Jacksonville, Los Angeles, Phoenix, Shady Cove, Rogue River, Talent and on motor routes Daily and Sunday—1 year \$15.00 Daily and Sunday—1 mo. 1.50 Carrier and Dealers—30¢ p. 10c All Terms in Advance

Official Paper of City of Medford Official Paper of Jackson County United Press International Full Leased Wire MEMBER OF AUDIT BUREAU OF CIRCULATION Advertising Representatives WOLFOLLEY CO., INC. Offices in New York, Chicago, Detroit, San Francisco, Los Angeles, Seattle, Portland, St. Louis, Atlanta, Vancouver, B.C.

NEWSPAPER PUBLISHERS ASSOCIATION NATIONAL EDITORIAL ASSOCIATION

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

10 YEARS AGO July 23, 1949 (Saturday) Medford Water commission announces modified lawn and garden sprinkling hours with improved reservoir storage system going into effect.

20 YEARS AGO July 23, 1939 (Sunday) U.S. forest service employee is arrested in Grants Pass for setting three forest fires.

30 YEARS AGO July 23, 1929 (Tuesday) Medford's Community chest committee approves budget of \$17,000.

40 YEARS AGO July 23, 1919 (Wednesday) Mrs. Ed Brown is first woman passenger to make flight in airplane at local airport.

50 YEARS AGO July 23, 1909 (Friday) Fruit shippers complain of freight car shortage to ship pear crop.

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

1. What device on an automobile has the function of mixing gasoline with air? 2. What mineral is obtained from wolframite? 3. What profession was followed by both Millais and Millet? 4. Name the capital of the Grand Duchy of Luxembourg.

BROTHERS 'CHUTISTS Fort Campbell, Ky.—Malcolm, George, Clarence, David and Buddy Dalton are five brothers from Arizona who have served in three Army airborne divisions and, among them, have made a total of 498 parachute jumps.

Doug McKay

Douglas McKay, who died in Salem yesterday at the age of 66, was an "old shoe" sort of person. He was comfortable to be with. There was no pretense to the man, no puffed-up vanity, no pomposity.

McKay was not skilled in the arts of diplomacy, and had a way of calling a spade a spade which sometimes made his associates blanch when it came in the middle of a political campaign, or during delicate negotiations.

He was completely honest and sincere, and his loss, both to Oregon, which he served as mayor, state senator and governor, and to the nation, which he served as secretary of the interior and as chairman of the U.S. section of the joint U.S.-Canadian water commission, is a sad one.

DOUG McKay never expected everyone to agree with him, and this newspaper frequently found itself opposed to him politically.

But as a human being, as a conscientious public servant, as a tough-minded man of integrity, McKay earned universal respect.

Nimble of wit, quick in speech, rapid in decision, he was also loyal to his principles and to his friends.

He will be remembered with affection and respect, both by the thousands who knew him as "Doug," and by those whose only acquaintance with him was through the second-hand means of television and newspapers. — E.A.

Bear Creek

From the published reports, the East Side Abattoir's manager, Leslie Lusk, was in some ways a victim of circumstances when he was arrested on a charge of polluting Bear creek.

It can be argued that there is no excuse whatsoever for willful pollution of a public stream. That argument is correct, too.

But on the other hand, Mr. Lusk was guilty of nothing more than what a whole lot of other people have been doing for years. And, the reports indicate, he actually is far less at fault than some other types of operation which use Bear creek as a cheap and handy sewer.

IT WAS his misfortune, and however, to be the one who "got caught," and against whom convincing evidence was available.

His attitude in agreeing to clean up his operation, at no little cost to himself, is commendable. It is to be hoped that Mr. Lusk's plight will serve as the handwriting on the wall to others who, either deliberately or simply through oversight or inertia, are contributing to the polluted condition.

Public opinion has finally become sufficiently aroused to require that something be done, and, as is always the case when the public demands it, officialdom is beginning to enforce the law, assisted by those individuals who have sufficient courage in their convictions to sign complaints.

IT HAS been said that Bear creek is "too far gone" ever to be completely cleaned up. We've even heard this from a sanitary engineer.

We are inclined to disagree, provided the public continues its pressure toward a clean-up. Surely, it will take time. And it will take persuasion as well as law enforcement.

The worst offenders, which include slaughterhouses, sand and gravel works, and similar operations, can be cleaned up by court action. But much of the pollution comes from sprays and poisons which find their way into irrigation water and then into the creek. Other comes from privately owned septic tanks. And much of both of these originate at a distance from the creek itself.

MORE attention is now being focused on Bear creek than at any time we can recall. Its potential is great. Some day it can, and we hope it will, become once more a recreational asset of no mean value.

But it is going to take the combined efforts of officers of the law, of city and county administrations, of the state highway commission (and its parks and landscape divisions), and of the federal agencies involved—all of them backed up by an informed and determined public opinion—to get the job done. Time's a-wastin'. — E.A.

Hot

The most frequently asked question around town these days is the old saw, "Is it hot enough for you?" The answer is "yes." — E.A.

A Thought

We've never seen a saucer fly, For us they seem to shun. But seeing lights go swooning by Sounds like a lot of fun. We've never seen a UFO, We'd kind of like to see one. But if the day comes that we do We most probably will run. — E.A.

People look to the future when they have no past and look to the past when they have no future.—Sherman County Journal, Moro.

A preacher marrying some of these fast stepping movie folks must feel like a bush league pitcher throwing to Willie Mays. He doesn't expect his work to be very successful.—Sherman County Journal, Moro.

Dennis the Menace



HEY, MOM! YOU READY TO KISS AN' MAKE UP?

Today & Tomorrow

By Walter Lippmann

"FACT FINDING" AND STEEL

Among the many big questions posed by the steel strike perhaps the most important is what should be the role of the Federal government.

For there is much confusion about this. The strike is a king place just as Congress is working on a law for the regulation of labor unions, a law which calls for comprehensive and far-reaching Federal intervention in the internal affairs of the unions.

Yet in the steel strike there are many, including now the President himself, who want no Federal intervention and wish to see the issue settled by the test of economic power.

The President's views on intervention in the steel controversy have crystallized only recently. A month ago, at his press conference of June 17, he was asked this question by Mr. Raymond P. Brandt of the St. Louis Post Dispatch: "Both the steel management and the steel unions are using self-serving statistics which are in great conflict. Is there any way that government can bring out some impartial figures on profits and wages and productivity so that people can understand the issues and make their own decision?"

The President answered Mr. Brandt, saying, "Well, I think you have asked about the most particular question, particularly that question, particular matter; and I haven't thought about it in this particular way. . . I don't know whether this would be helpful or not, but I'll take your suggestion and have it studied."

Last week, at his press conference on July 15, the President had had the matter studied. He had learned that "as far as a fact-finding board is concerned, I believe that all the facts are pretty well known. . . In all our reports, in the labor statistics and the commerce and the other figures that are published, some quarterly, some monthly, they are all there. . ."

WHOEVER did the studying of the question for the President did not understand the question, or he did not want the President to understand it. For while it may well be true that the "facts" are "all there" in some of the many reports that are published, however much this

is true, as has been said recently, that this is "one of the ways in which freedom functions." If freedom is to function it must insist that the struggle of powerful interests be regulated by rational and just procedure. Freedom does not mean that the powerful interests shall fight it out as best they can.

WE LIVE in a time when the vital industries and services of the nation are in the hands of giant companies and giant unions. We cannot entrust the interests of the nation to a combination of the companies and the unions, which is what we have had for some years until recently in the steel industry. Nor can we entrust the interests of the nation to a power struggle between the unions and the companies, however much this

There could be no stronger sign of the prosperity of the Nixon candidacy. What makes the prosperity more striking is the further fact that Nixon has not yet put together even the shadow of a campaign organization.

During the past year, to be sure, he has added two very able recruits to his personal staff: Robert Finch, former Los Angeles County Chairman, who handles the Vice President's enormous political correspondence; and Herbert Klein, a southern California editor, who is serving as public relations.

But even today the staff is hardly larger than the staff of any well-heeled Senator from a major state. There is no one to take the road on Nixon's behalf. Everything depends on Nixon's long-nurtured and close links with the Republican leaders through-

struggle be prettified by calling it "free bargaining." In these great conflicts the national interest must be represented and asserted by the Federal government. The place to begin this is by a clarification of the contending claims. This alone may be enough to provide the basis of an opinion on which the government can exert its influence, and to which the public can rally.

(c) 1959 New York Herald Tribune Inc.

One of America's great real estate salesmen clinched the sale of a 10-acre estate in Springfield with this ingenious pitch: "Just think, Mr. Eustis, there are exactly ten different Springfields in the United States. They are stretched from Massachusetts to Oregon; from Minnesota to Florida. Relatives seeking to graft weekends will never even be able to find you!" © 1959 by Bennett Cert. Distributed by King Features Syndicate.

Dominican Republic, Cuba, Face Each Other With Hostility; Could Spark War

By PHIL NEWSOM UPI Foreign Editor The Dominican Republic and Cuba lie some 200 miles apart in the Caribbean. Theoretically, both are republics enjoying freedom of speech and thought.

In the Dominican Republic is the man twice the age of Castro, 67-year-old Generalissimo Rafael Leonidas Trujillo Molina, self-styled "benefactor," a man old in the intrigue and violence of Caribbean politics.

Castro is the avowed enemy of Trujillo, not from personal acquaintance but from Castro's own avowed hatred of Latin America's established dictators.

In Cuba there is the dreary echo of the firing squads which have cut down nearly 600 persons accused of crimes against the state. In a nation of only a little more than five million it seems an unusually high percentage of those whose opposition to a regime made it necessary for them to pay the final penalty.

In the Dominican Republic, an automobile bearing Labor Minister Ramon Marrero Arysty plunged last week from a cliffside road, bearing Marrero Arysty and his chauffeur to fiery deaths.

Marrero was one of those who, while professing loyalty to Trujillo, still planned for a more democratic time after Trujillo's departure.

So violent death is a stranger to neither country. Nor is intrigue new against Trujillo. He has been an absolute dictator for 29 years, dating back to a time when Castro was but a baby, three years old.

But Castro is his chief villain now, and it was Trujillo's charges against Cuba that brought about the call for next month's meeting of the Organization of American States (OAS) in Santiago, Chile.

Trujillo first preferred charges of interference in internal Dominican affairs against Cuba and Venezuela, a nation also recently freed of dictatorship. The charge was withdrawn after it became apparent that the rising tide of feeling against dictatorships could result only in his defeat.

The OAS now will consider the general question of Caribbean unrest. There are many conflicts in the Trujillo story. Enmity between the Dominican Republic and Cuba dates far before Castro. Yet, today Trujillo finds himself perhaps the unwilling host of Fulgencio Batista, Cuba's ousted ex-dictator.

His is an undoubted dictatorship, yet the Dominican Republic's record of hospitals, schools, sewage systems and general prosperity is far better than that of Haiti, the Negro republic with which it divides the island, and which now is sunk in poverty.

There is a growing feeling that the Dominican dictatorship may be drawing to a close. What are we coming to call "status?"

OUR manufacturers, of course, are coming to SMALL cars this fall. But their small cars are expected to sell for about \$2,000. The price range on the cheapest models of the foreign cars—which account for the vast bulk of sales here—runs from \$1098 at the New York port of entry up to \$1645.

That leaves a rather wide gap in the purchase price. From all we can read in the way of advance forecasts, the American small car will be more costly to operate and maintain.

THIS situation that exists in the automobile market represents a cloud on our economic horizon that is presently only the size of a man's hand. But it suggests this question: Are we pricing ourselves out of market?

If we are, it will be reflected in loss of jobs in the United States.

THOSE are rosy figures. But there's a catch in them. They are quoted in DOLLARS. Dollars can shrink in value.

LET'S look at some other figures: Last year, foreign car makers sold 377,625 units in the United States. This year, they expect their U.S. sales to run up to 600,000 units.

In all of 1949, West German firms sold only TWO cars to the U.S. This year they expect to ship 160,000 cars to us. That's quite a record of growth.

ONE more figure: Five years ago, the United States built 70 per cent of all the cars built in the world.

Last year, the U.S. built a little less than 50 per cent of all the cars built in the world.

FOREIGN manufacturers are generally agreed that there are four reasons for their success in invading the American car market:

1. Low purchase cost. 2. Low cost maintenance. 3. High gas mileage. 4. Foreign styling.

NOTE that of these four reasons, three have to do with COST—first PURCHASE cost, and after that OPERATING cost. Only ONE has to do with

the quality of the car.

(c) 1959 New York Herald Tribune Inc.

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

On Stopping Nightmares To the Editor: Like the abominable snowman of the Himalayas, the abominable chairlift of Crater Lake is probably less horrible in fact than in imagination. (Your editorial July 15, "The Abominable Chairlift.")

If it would be an abomination I'd not press for its installation. No one wants to desecrate Crater Lake. We want to use it, appreciate it, even more than at present.

I can't share your objection to fishing and sight-seeing boats—even though I do admire your references to "the mirror-like surface of the lake on a clear, windless day . . . the indescribable blueness and serenity of the water."

As for the practical considerations, I must respectfully dissent. It can be built, not only almost wholly out of sight, but so that the snows will not hurt the towers. I'm doing my best to have a model built now so that you and others can observe directly just how "abominable" this aerial tramway would be.

A Grants Pass friend of mine took a poll at Crater Lake recently and found the visitors overwhelmingly in favor of such an installation. If a tramway is to be built, first it must be desired by almost everybody concerned. We'll need the support of people like Eric Allen. Information comes first, then opinion.

This means we must arrange for him and others to meet the abominable chairlift in the daylight. Nothing else will stop their nightmares about it!

Charles O. Porter, Member of Congress.

How About Sprays To the Editor: I read in the paper that the manager of one of the slaughterhouses was arrested for dumping an offensive substance in Bear creek.

When are they going to start arresting the orchardists for dumping all kinds of spray in smaller creeks where it eventually goes into Bear creek?

Surely some of the spray used for killing weeds along ditch and creek banks must get into the water, too.

Barbara Kantor, Route 1, Box 251, Talent, Ore.

HELP US! We Need Clothing, Shoes, Dishes, Furniture, We Pick Up HELP OTHERS! The Salvation Army Spring 3-7335

Chapel Mortuary Across from the Courthouse FRANK MORAN - HAROLD SMOGGERS, FUNERAL DIRECTORS DAY OR NIGHT PHONE SP 2-9030

The True Value of Our Service is measured only by the degree to which it fulfills the wishes of others.

Chapel Mortuary

FRANK MORAN - HAROLD SMOGGERS, FUNERAL DIRECTORS DAY OR NIGHT PHONE SP 2-9030