

MEDFORD MAIL TRIBUNE

"Everyone in Southern Oregon Reads The Mail Tribune" Published Daily except Saturday by MEDFORD PRINTING CO. 33 North 4th St. Ph. SP 2-6141

ROBERT W. RUHL, Editor ERB GREY, Advertising Manager GERALD LATHAM, Business Mgr ERIC W. ALLEN, Jr., Managing Editor EARL H. ADAMS, City Editor HARRY CHIPMAN, Teleg. Editor RICHARD JEWETT, Sports Editor OLIVE STARCHER, 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—\$1.00 per year \$15.00 Daily and Sunday—6 mos. \$7.50 Daily and Sunday—3 mos. \$4.25 Sunday Only—One year \$4.25 By Carrier—In Advance—Medford Ashland Central Point, Eagle Point, Jacksonville, Gold Hill Phoenix Shady Cove Rogue River Talent and on motor routes Daily and Sunday—1 year \$15.00 Daily and Sunday—6 mos. \$7.50 Carrier and Dealers—copy 10c All Terms Cash in Advance

Official Paper of City of Medford Official Paper of Jackson County

United Press International Full Licensed Wire

MEMBER OF AUDIT BUREAU OF CIRCULATION Advertising Representative: WEST HOLIDAY 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 Aug. 21, 1949 (Sunday) Three more persons pay \$1 fines in Medford police court for jaywalking.

20 YEARS AGO Aug. 21, 1939 (Monday) Sparks from the chimney at Rogue River Valley Canning company attract the fire department chemical crew's attention, but no fire ensues.

30 YEARS AGO Aug. 21, 1929 (Wednesday) The Grange approves building of the Williams creek cut-off road.

40 YEARS AGO Aug. 21, 1919 (Thursday) Mrs. Effie Peachy, employed at the Conner packing plant, sets a record by packing 151 boxes of pears in one day.

50 YEARS AGO Aug. 21, 1909 (Saturday) Automobile owners of Medford plan to form a club.

What's Your I.Q.?

Nine or ten correct is superior; seven or eight is excellent; five or six is good.

- 1. What ex-President of the U. S. later became Chief Justice of the U.S.? 2. What political party sponsored George Washington for election to the office of President? 3. In annealing metal, does the process harden, or soften, the metal? 4. Is it true, or false, to say that snow has fallen at some time in every one of the 48 states? 5. What sport uses the term puck? 6. On what continent is the country of Nepal? 7. Complete the following: "The house was surrounded on all sides by water." 8. Is it possible for a candidate for the Presidency of the U. S. to receive a majority of the popular vote and yet not be elected? 9. Is the capital of the Dominion of Canada Ottawa, Quebec, or Montreal? 10. Does a hexagon have four, six, or eight sides? Answers: 1. William Howard Taft. 2. None. 3. Softens. 4. True. 5. Ice hockey. 6. Asia. 7. "The house was surrounded by water." 8. Yes. 9. Ottawa. 10. Six.

Another Chance

The decision to postpone for 60 days the corps of engineers public hearings on the Rogue basin project proposals probably is a sound one—even though it will delay for as much as two years any congressional action on the basin project.

The situation surrounding the proposals was getting confused. The delay may serve to clear the air, and offer an opportunity, not only for additional needed studies by the engineers, but also to allow various interests to compromise their differences.

The chances are much better, it seems to us, that a sound proposal, acceptable to all, can come of this delay. We hope so, anyway.

AS a matter of fact, there are signs that it may be possible for the entire valley to "get together" on a plan.

The crux of the matter, of course, is the Lost Creek dam proposal. The other features are enthusiastically accepted and approved by all parties, or are at least non-controversial, with benefits either offsetting or exceeding adverse results in all areas of interest.

But at Lost Creek, the fishery enthusiasts have feared the fish runs, under the existing proposal, would be damaged; the bureau of reclamation has challenged the geologic findings of the corps of engineers; the corps itself has backed up on its earlier finding of feasibility; the fish and wildlife service has failed to dig up information to show what it feels are minimum requirements.

It has, in short, been a sorry exhibit of bureaucracy at its worst, with lack of cooperation and coordination being in evidence at all levels.

THE delay, then, offers the federal agencies involved a chance to get together and come up with something they can all support.

If they don't, they will have failed in their mission, and will repeat what has been described, mildly, as a suggestion "that the (engineers') studies have been made at a level somewhat below our high expectations."

That understatement is from a memorandum prepared recently by Bill Jess, the energetic president of the Rogue Basin Flood Control and Water Resources association.

He also stated:

"In regard to the fishery aspects, it is startling to now learn that after the years of study, the fish and wildlife service is unable to indicate how much water of what temperatures, and during what periods, would be beneficial to the fishery. Furthermore, (the fish and wildlife service) advises that it is not their responsibility to plan projects for the fishery, but rather to evaluate the effect of proposed projects on the fishery. It is rather like telling an architect to design a house without telling him your requirements. This position, in our opinion, is contrary to the purpose of Public Law 85-624."

THE time is long since past when cooperation and coordination between the agencies became imperative.

With the two-month delay, perhaps this lost time can be regained. Perhaps the engineers, the fish and wildlife service, and the bureau of reclamation can get together, for a change.

Perhaps, even, the fish and wildlife people will reconsider what Bill Jess called their "historical philosophy that a year of delay is a year of progress."

If these agencies buckle down and work out a feasible plan, taking into consideration the interests of all concerned, they will be entitled to our thanks and praise.

But if the foot-dragging, back-biting, inter-necine squabbling, indecisive reports, pleas of ignorance and pleas for "more time" continue, the agencies will be damned for their own mouths as not knowing how to do their jobs. — E. A.

Eighth Street Bottleneck

Eighth street has turned into a traffic bottleneck.

We hope that when the new bridge is completed it will ease the situation somewhat.

But it won't cure it, for other factors also serve to back up cars along the street to the point of exasperation to drivers.

One, obviously, is the Southern Pacific tracks, when switching is in progress, or when a long freight rumbles by—usually at the rush hour. There doesn't seem to be much that can be done about that though, short of "persuading" the friendly SP to do its switching elsewhere.

BUT there are two things which could be done that would speed Eighth street traffic flow.

One would be to ban right turns off Eighth on to Central. Cars at that corner, waiting for pedestrians to clear the crosswalk before they turn south, are a major roadblock. A precedent for such a ban, on Sixth at Central, shows the way.

Another would be to prevent trucks from blocking one lane of traffic while unloading at the Montgomery Ward warehouse.

These two steps by the city wouldn't make Eighth street into the fast-moving arterial it is supposed to be eventually, but it would do much to move traffic along at a faster clip than it goes now. It might even make it possible to go from the tracks as far as Riverside avenue in something less than seven or eight minutes. — E.A.

Dennis the Menace

