



BYRD STUDIES MATERIAL - Sen. Harry F. Byrd (D-Va.) stands before a mirror with material he used in the civil rights debate in the Senate. Byrd charged that some parts of the bill could be used for "federal payola" to encourage compliance with the Supreme Court, the Attorney General or to encourage compliance with school desegregation decisions. (UPI Telephoto)

Misunderstandings Arise From Exact Law Interpretation

Some misunderstandings have arisen recently relating to the exact interpretation of several of Medford's traffic ordinances, Chief of Police Charles P. Champlin explained.

The three laws that seem to cause the most confusion are those pertaining to yellow lights, stop signs and railroad signals, Champlin observed.

Yellow lights have caused confusion because a minority of Medford's drivers are not exactly sure whether they should stop or go when the yellow light comes as they approach an intersection.

Concerning yellow lights and caution signals, section 483130 of the 1957-58 edition of the Motor Vehicle Laws of Oregon, compiled by the department of motor vehicles and incorporated into the Medford code, says:

"Vehicular traffic facing the signal (yellow light) shall stop before entering the nearest crosswalk at the intersection or at such other points as may be designated by the proper traffic authority. However, if such stop cannot be made in safety, a vehicle may be driven cautiously through the intersection. No pedestrian facing the signal shall enter the roadway."

Confusion

It is the portion of the law that says, "if such stop cannot be made in safety," that has aroused the greatest amount of confusion, Champlin said, because the policeman is the one who very often has to determine whether or not the car could have stopped safely or not once the car has gone through the light.

But this interpretation is not as arbitrary as it may sometimes seem, he explained, because policemen are trained for such situations.

The misunderstanding on stop signs involves those drivers who stop at a sign behind another car and when the first car goes, they go too, figuring they have already complied with the law requiring them to stop.

"But they haven't," Champlin explained, "because the law requires each and every car to come up to the sign and stop before proceeding across, no matter how many times they have stopped previously waiting for other cars ahead of them to go."

Railroad Crossings
The other misunderstanding is rather common, Champlin noted, but nevertheless important. This involves signals, (bells and lights) at railroad crossings where there is no stop sign.

When crossing signals are operating, each car must come to a "complete stop" before crossing the tracks, instead of merely slowing down, he said.

To point out the necessity for strict compliance with these regulations, Champlin observed that there were 29 traffic accidents, including 4 injuries, resulting from cars disobeying stop signs and 34 traffic accidents, including 14 injuries resulting from cars

MEDFORD, OREGON, THURSDAY, MARCH 3, 1960

Capitol Memo

Oregon Officials Take New Look at Capital Punishment

By DOUGLAS GRIPP
Salem—UPI—In the wake of the Caryl Chessman reprieve in California, Oregon officials are taking a new look at the state's capital punishment law.

Most of them think that it should be repealed, although Oregonians voted 276,487 to 264,434 in 1958 to keep it on the books.

As proposed by the 1957 legislature, the supreme penalty would have been retained only for treason against the state and for murder committed by those serving life terms in the state penitentiary. And the legislature would decide in those cases which deserved execution.

Last year a similar proposal died in committee.

Senate President Walter J. Pearson, personally opposed to capital punishment, is in favor of submitting the issue to the voters again. House Speaker Robert Duncan feels the same way but neither knows of any official action so far for the 1961 legislature to reexamine the issue.

Gov. Mark Hatfield also is against the death penalty but has said he would not interfere with the judicial process. Chief Justice William McAllister of the State Supreme court said that because of his position he cannot take a public stand.

Attorney General Robert Y. Thornton says the death penalty should be done away with except in the instances of a policeman slain while on duty and the killing of a prison guard by a life term.

He criticized the Chessman case, saying it has "made a mockery of the administration of justice."

"The Chessman case has definitely had a detrimental effect on respect for the law," he declared.

Clarence T. Gladden, warden of the state penitentiary, says that "due to the inefficiency of the court and jury system, it seems that persons of great influence very rarely have to pay the supreme penalty."

"A person without means is singled out for the sacrifice. For that reason, we should give careful consideration to doing away with it," Gladden also said that from the records he has read, the death penalty is no deterrent to crime.

So far, the voters of Oregon don't agree.

State executions were a public demonstration up to 1903, when they were moved to the state penitentiary.

In 1914 the death penalty was abolished by a slender margin of 157 votes. But a series of brutal murders followed and in 1920 it was made law again by more than 17,000 votes.

Oregon's death row has one inhabitant now, Harry William Braley of Portland. He was convicted of murdering his girl friend with a knife and has a state supreme court appeal pending.

Oregon's gas chamber was built in 1937 and has been used 17 times. The hangman claimed 40 others before that. Former Gov. Robert Holmes commuted death sentences of three men—James N. Jensen, Billy Junior Nunn and George Sack—now serving life terms.

The fight is not over by a long shot. Dr. Brock Nixon, assistant to the dean of faculty at Portland State college, says the "Oregon Committee to Repeal the Death Penalty" is being revived.

The committee met a month ago and decided, however, not to try to get an initiative on the ballot next November.



CHAMPIONS - Mrs. Don Bradshaw, of Seven Oaks farm, Central Point, poses with the farm's two champion bulls. The Hereford bull to the left and the one to the right, won grand champion and reserve champion awards at the blue tag Hereford show and sale in Pendleton last Thursday. The reserve champion also set a new record high sale price for the annual event sponsored by the Oregon Hereford association.

Dixon said that if California abolishes the death penalty, "it should work to our benefit in Oregon." But he adds, "If they don't, of course, it no doubt will hurt our cause here."

New Project to Insure Purity of State's Oysters

Salem - A new project to help insure the purity of fresh and frozen oysters processed each year in Oregon has been undertaken by the state board of health.

Plans call for establishment of permanent checking stations to provide samples of water from various locations throughout the oyster-producing bays and a building-by-building check of any homes or business establishments whose wastes might get into growing area waters.

The new program is the latest step in a long struggle by the industry, the Oregon state fish commission and the health board to reestablish oyster growing in the state. The industry was once close to extinction because of pollution of coastal bays.

The bottoms and tidelands of four coastal bays of the

state are now being used for oyster farming as a result of widespread construction of sewage and industrial waste control facilities, and an accelerated shellfish sanitation program. Two other bays are considered to be promising potential growing sites.

In the new program, water samples will be sent to the state's public health laboratory, Portland, where they will be given up to seven different tests to determine whether the water contains any germs which could sicken humans who eat the oysters. The hydrography of each bay also will be studied.

Nearly 100,000 gallons of fresh and frozen oysters are processed each year in Oregon.

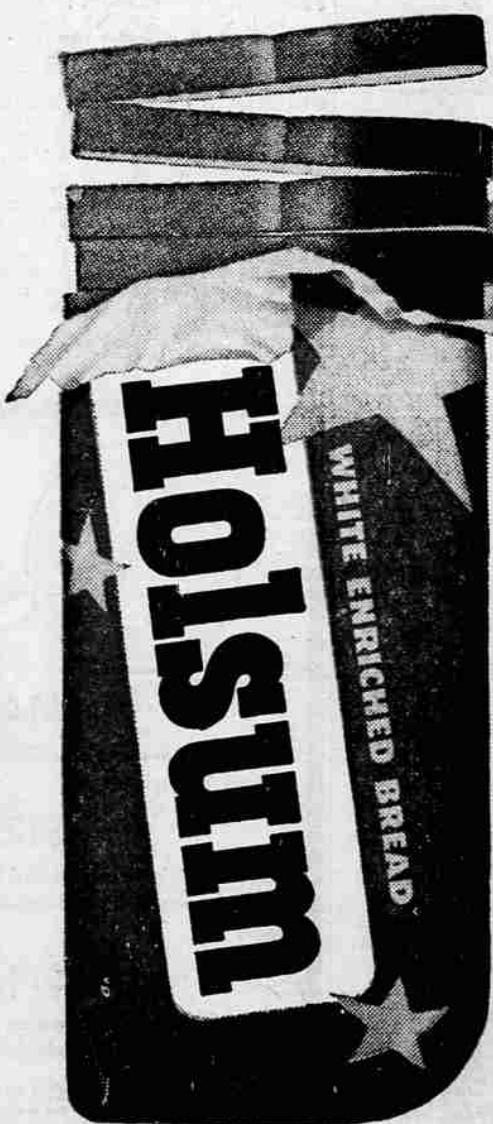
Insurance Man to Head Rotary Club

Fred R. Brennan, Medford insurance agent, has been elected president of the Medford Rotary club.

Board directors elected to serve with Brennan during the next two years are Frank Bash, Dr. Ray Casterline, Stan Lacy and Russ Jamison.

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Arizona Grapefruit Sweet, Juicy Ripe. 8-lb. Cello Bag	39¢	Sunrise Macaroni and Spaghetti 2 PKGS.	25¢
JELL-O All Flavors—6 pkgs.	49¢	CRISP, NEW CABBAGE Pound	7¢

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