

MAIL TRIBUNE

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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
June 1, 1950 (Thursday)
A total of 4,114 persons
visited Crater Lake park during
the three-day Memorial
day week-end; if one more
person had visited it would
have broken an all-time visit-
or record for a three-day holiday.

20 YEARS AGO
June 1, 1940 (Saturday)
Medford Motor company,
Ninth and Bartlett sts., has
been appointed Willys dealer
for this area.
From Arthur Perry's "Ye
Smudge Pot" column: "The
first danger season ended
here Saturday. There were
only three smudgings, and not
a pear or a face curtain was
ruined."

30 YEARS AGO
June 1, 1930 (Sunday)
Owen Oregon Lumber com-
pany will operate a nine-
hour shift daily in accordance
with curtailment of produc-
tion plan of lumber industry.
Gov. Norblad charged with
using fish and game board for
political ends.

40 YEARS AGO
June 1, 1920 (Tuesday)
Medford may become an air
station of proposed air mail
route from San Diego to Se-
attle.
Senior class graduation ex-
ercises will be held at the
Page theater Thursday.

50 YEARS AGO
June 1, 1910 (Wednesday)
The master fish warden has
advised the local Fish Pro-
tective association that a half-
million steelhead will be
stocked in the Rogue soon.
Thirty-six hoboes have been
rounded up by city police in
Medford and shown the way
out of the city; only one hobo
remains and he is expected
to leave tomorrow.

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

1. Did a Frenchman, Irish-
man, or American lay out
the original plans for our National
Capitol?
2. What Christmas decora-
tion grows as a parasite?
3. Did the Israelites go to
Egypt intending to make a
permanent home there?
4. Which bird is the national
emblem of the United
States?
5. Is all coffee and tea im-
ported into the United States?
6. Name three men in the
nursery rhyme "Rub-a-
dub-dub. Three men in a
Tub."
7. In what country is the
lira a monetary unit?
8. Who commanded the Union
Army at the Battle of
Gettysburg?
9. Which American city is
famous for its Mardi Gras
celebration?
10. What is the minimum age
for a Representative in the
U.S. Congress?
Answers: 1. Frenchman,
Pierre Charles L'Enfant. 2.
Mistletoe. 3. No. (Gen. 46:4).
4. The bald or American
eagle. 5. Yes. 6. The butcher,
the baker, the candlestick
maker. 7. Italy. 8. Gen.
George Gordon Meade. 9.
New Orleans, La. 10. Twenty-
five years.

Time of Hazards

With the sudden end of the gray rain last week, just in time for the Memorial day week end, we suddenly find ourselves in a time of hazards.

The tragic death Sunday of 10-year-old Roger Timmerman is only a sample of what can (and too frequently does) happen when the sun comes out, the weather beckons us outdoors, and when holidays and vacations give us the time to follow out inclinations.

The rivers and lakes, the highways, the woods, the seacoast—all of them offer superb recreational opportunities. But each has its dangers, some so obvious they are ignored; some of them more subtle.

ANNUALLY, safety-conscious public officials issue warnings; newspapers print them, and people go out and get themselves killed.

Not long ago a woman died because she got too close to the edge of a cliff looking over the Pacific ocean. Others have drowned because they challenged the ocean in boats too small for the purpose. Each year one or more hikers get lost in the forested hills, some to be found and rescued, others not so lucky.

If you treat Mother Nature with good common sense, and a healthy respect for her whims and dangers, you'll be OK. But, to stay alive outdoors, one must remember that there are, indeed, dangers, as annual summer casualty lists attest. —E.A.

Speed at Sea

The development of hydrofoil ships, which skim along with their hulls out of water and only their plane-like foils below the surface, was mentioned in this space some months ago.

More recent mentions of this type of vessel have kept it in the news.

In San Francisco a week or so ago, Sig Unander, former Oregon treasurer and now a member of the U. S. maritime commission, discussed this new type of ships in optimistic terms.

From Seattle we learn that a consulting naval architect was in the Puget Sound area last week, presumably to discuss the manufacture of hydrofoils in that area.

THE hydrofoil operates on a principle similar to the airplane, only with the planing surfaces in the water instead of the air. In the case of the ship, the "wings" are below water. When sufficient speed is reached, the hull of the ship is lifted from the water, decreasing drag, increasing smoothness, and permitting speeds impossible in conventional craft—up to 80 miles per hour.

The run from Seattle to Ketchikan, it is reported, could be accomplished during the daylight hours. Costs would be below airplane travel, and tourists would have the combined advantages of speed and the spectacular views of the inland passage.

Such a development would be of great importance, both to the new and undeveloped state of Alaska, and to Seattle itself, which has been in a fairly serious slump lately, particularly its waterfront and shipping industries.

REAR Adm. R. K. James, chief of the Navy's bureau of ships, recently testified before a Congressional committee that hydrofoils "offer great promise for application to ocean-going ships, both military and commercial."

The hydrofoil has reached its greatest stage of development in Italy, and many of the basic patents are held by Italian firms. The first successful operating hydrofoils are in use in the Straits of Messina.

There is speculation in Seattle that one of these is to be brought to the Puget Sound area, as a prototype for the hoped-for manufactory, perhaps at Bellingham.

THE hydrofoil is a major innovation in the construction of seagoing vessels. But it is not the only one.

The new jet boats, an Australian development, are another, with particular application to inland and sports navigation. It was one of these boats that President Eisenhower planned to present to Nikita Khrushchev during his visit to Russia, now called off.

And, as nuclear power is applied to maritime purposes, we can expect other innovations. The Savannah, the first nuclear-powered merchant vessel, was launched the other day. And of course (thanks to Admiral Rickover), nuclear propulsion is becoming standard for American submarines.

VAST strides have been made in transportation in the past half-century, but they have almost all been in the automotive and aeronautic fields. Railroads and seagoing vessels have changed somewhat, but basically they are the lineal and closely-related descendants of the trains and ships familiar at the turn of the century.

It now begins to look as though the shipping industry may be nearing a break-through into new forms, new styles, new methods.

This leaves the railroads, where archaic methods, equipment, rate structures and employment practices are the rule, in part, at least, the result of restrictive and unimaginative federal regulation. —E.A.

Dennis the Menace



"LUCKY THING YOU'RE WEARIN' YOUR WASH 'N WEAR SUIT, HUH, DAD?"

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 initial 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.

Another Side

To the Editor: My brother, John Day, is in the hospital in Seattle scheduled for operations on both ankles today. Since he is not able to answer the letter by Mrs. D. J. Bailey printed in your Tuesday paper, I would like that privilege.

The entire Day family and the climbers rescued agree with one point Mrs. Bailey made—namely, that the only heroes in this mountain tragedy are those who lost their lives and those intrepid mountain climbers and military men who made the rescue. To all of these heroes we will be eternally grateful.

It is my purpose to present another side of the issue that was raised by the Anchorage Times editorial and to present something of the attitude of the people of Anchorage. I do not wish to start any public controversy but because of the personal nature of the letter and editorial I would like to present a few thoughts on this subject—thoughts not adequately expressed to date.

To present the answer to the editorial I can do no better than quote from a letter that was published in the Anchorage Times. It was written by T. C. Kessler, a long time resident of Anchorage who has also lived in Medford. He said:

"So let the truth prevail. We must classify not only the John Day party as adventurers, but the majority of those who went to their assistance as the same breed! Their personal histories will bear this out. To each, the knowledge that chances must be taken is part of their creed, and to such thinking, great advances of the human race must be credited."

For one week I worked with many of the people of Anchorage and with military personnel who were engaged in the rescue. The effort put forth by these people was magnificent. The response of the Alaskan Defense Command and the cooperation of the military with the Alaskan Rescue Group and the Seattle Mountain Rescue Council was splendid. Not once during this period did I hear any criticism from these people.

Dr. Rodney Wilson's comment was merely, "It could have happened to anyone. It could have been us."

We visited with Mrs. St.enson and Mrs. Elliot, the wives of the two men who were killed in the plane crash. Even in their sorrow, they both emphasized that their husbands were adventurers and men of action. They were the kind of men who responded to the challenge of rescuing injured people from a great mountain, such as McKinley. Mrs. Elliot told us that she wanted to be sure that we knew that she had no bitterness. Her husband was an ardent mountain climber and she understood. In fact he was the first person to climb Mt. McKinley after Alaska became a state.

When I returned home I was dismayed and heartsick to learn of the type of press stories that had been printed in the states. They were nothing like the stories in the Anchorage papers. All of the strongly felt and expressed feelings of gratitude on the part of the climbers had disappeared. I even was told that there was criticism of the rescue! That was completely untrue.

Ben Day
G. Hill, Ore.

No "Coffee" in Heaven
To the Editor: Last night I had a wonderful dream that

I would like to report for posterity.

I dreamed I died and went to heaven, and when I got outside the pearly gates, I knocked for attention and St. Peter himself responded. "Young man," he asked, "what is it you desire?" "St. Peter," I answered in my most respectful tone, "I would like to be admitted to heaven."

"Naturally," said St. Peter, "but first tell me about your record of behavior while on earth." I told St. Peter that I had been a good citizen, paid my bills, and got along with my fellowmen. "Splendid," said St. Peter.

He looked me over very thoroughly and finally spoke, "Young man, what is that article under your arm?"

I replied, "A thermos bottle."

"What is in that thermos bottle?"

"Coffee," I replied.

"Where did you get it?"

"At the Camp White Coffee shop."

St. Peter was thoughtful for a moment and then said: "Young man, I am satisfied that you should be admitted to heaven, but that so-called coffee will have to stay outside."

I poured out the 'coffee,' thanked St. Peter, and walked into heaven singing, "Hallelujah!"

David Frisch
P. O. Box 292
White City, Ore.

Job Plan Praised

To the Editor: I wish to thank Mr. Fred Stock as instigator and the Medford 2030 club as sponsors of the Youth Job Plan, and all others taking part in this project.

I firmly believe this program can be adopted and applied to the benefit all concerned, in that it affords youth an opportunity to earn and understand the value of money while giving a useful vent to pent up energy through employment that keeps them off the streets and out of mischief. It will also provide a liaison between those who have work to be done and those who desire to do this work.

This is the first program of any importance, so far as I know, that has been offered for the prevention of Juvenile Delinquency (I detest that term). It has many possibilities and if employed in all phases will be instrumental in molding better citizens and save the taxpayers money while elevating the morale of the community and making it a better place in which to live.

Everyone I have talked to about it is strongly in favor, and many are cooperating.

Let's push it.

I hereby offer to help in any way I am able.

C. R. Burrill,
122 Villas road West,
Central Point, Ore.

What Do You Have To Do?

To the Editor: Just what does a person have to do in order to find out what's going on?

Would it be that you have to get a chance to defend yourself and family? I will probably get bumped off for writing this, but at this point I don't care. I made an application to enter a V.A. Hospital and the statements my wife and I made were true. Later I received word that my application had been approved but they didn't have a bed available at the time. They said later I would receive a letter of instructions. Ninety-seven days from the day I applied for Hospitaliza-

Turkish Revolt Evokes Memories of Turk Hero, Ataturk, Founder of New Nation

By PHIL NEWSOM
UPI Foreign Editor

Turkey, struggling toward a new concept of liberty and democracy, is looking back to the fabled founder of the Turkish republic, Mustafa Kamal Ataturk, for guidance.

Ataturk died in 1938, but he was a man who became a legend in his own time.

It was he who stood off

the British at the Dardanelles during World War I and almost wrecked the career of the rising Winston Churchill.

Gathered Up Pieces

It was Ataturk who gathered up the broken pieces of Turkey after the defeat of

World War I and from them assembled, and became the first president of the Turkish Republic in 1923. And he was Ataturk who ruled as a dictator so that eventually Turkey might become a true democracy in the Western sense.

When the army toppled Premier Adnan Menderes' near-dictatorship last week, its leaders cited the heritage of Ataturk.

Ataturk was born in 1881 in the Salonika area of European Turkey. The Ottoman empire was crumbling and Turkey was on its way to earning the title, "sick man of Europe."

He was a member of an officer class which long had been a center of Western ideas. And when he came to power he put them into effect. He abolished the fez as a symbol of Oriental headgear, modernized the language and discharged Arabic characters, separated church from state, established schools and gave equal rights to women.

These were the practical results of an ideal which the Army accused Menderes of destroying and which it has pledged itself to restore.

The only survivor of the Ataturk regime is another Turk war hero—Ismet Inonu, now close to 75 years old.

Inonu is famed for defeating the Greeks in 1921 and his name comes from the scene of the final battle.

Inonu served as foreign minister for 15 years under Ataturk and carried out the latter's directives establishing Turkey's pro Western foreign policy.

Could Be Called Again

Inonu took over as president after Ataturk's death, and, despite his age, could be called again to help guide Turkey's destinies.

The army charges that the Menderes regime intended to exile Inonu to remove one more obstacle to its autocratic rule.

Advices from inside Turkey say that army forces offered to put Inonu in power but that he refused, preferring instead to assume new responsibilities only if given them in free elections.

It was Inonu who in 1950 believed that Ataturk's dream of a democratic Turkey finally had been realized, and held the nation's first free elections resulting in the rise of Menderes.

It is said of him at that time that a group of high-ranking army officers came to him, saluted, and said "We are at your service."

The implication was obvious—a military coup, if he wanted it.

Inonu turned them down.

over, one can be sure. But the parallel between these two recent crises shows one can also be sure of something else. One can be sure, in fact, that there will be far fewer troubles for the West, if Western defense efforts are seriously designed to prevent the Kremlin from making any miscalculation of risks in the future.

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Matter of Fact

By Joseph Alsop

London - Who recalls the curious climax of the Quemoy crisis in the summer of 1958? A suddenly announced Chinese Communist ceasefire ended the artillery blockade of the islands, as the U.S. had urged evacuation of the Tachen Islands somewhat earlier. Instead, the garrisons were stood and determined, and so was Secretary Dulles.

There followed an anxious test of will with conventional weapons—artillery on the islands, and airplanes above the Formosa Strait. Meanwhile, the course of the crisis was really determined by the existence, thousands of miles from the scene of action, of the nuclear deterrents of the U.S. and the U.S.S.R.

In the end, it began to look as though the local test of will might evolve into wider and more dangerous fighting. Khrushchev then pulled the string he had kept on Mao Tse-tung. And the ceasefire was proclaimed.

In the case of the Berlin crisis, the moment of the Kremlin's miscalculation of risk is not known, but its nature is, once again, rather easy to pin down. With medium range ballistic missiles in plenty, and with intercontinental missiles beginning to be operational, Khrushchev and his partners plainly decided that the moment had come when the Western Allies would yield at Berlin in response to bullying and threats.

In 1957, Khrushchev himself predicted in this reporter that just such a moment would come, for just three reasons.

At Berlin, there was no physical room for a test of will with little weapons, and even if there had been room, such a test would have been too dangerous. So oratory, as indicated in the remark above, was substituted for artillery. By oratory, everything possible was done to convey the impression that the Soviets were ready to fight for what they wanted at Berlin, if they could not get what they wanted as a present from the West.

These odd facts are well worth recalling now, because the view is gaining ground that something very like what happened at Quemoy in 1958 has now happened at Berlin in 1960. As one man put it here: "It really begins to look as though the Berlin crisis was really just a larger, longer, more important, more alarming version of the Quemoy crisis, with oratory substituted for artillery."

If this view is correct, the essence of both crises was an initial miscalculation of the risks in the Kremlin. A previous report in this space has shown the different calculations of risks by the leaders of the West. In reality, of course, since the West is always on the defensive in the cold war, the Kremlin's calculations of risk are much more important than the Western calculations.

In the case of the Quemoy crisis, the nature and even the moment of the miscalculation can be easily pinned down. The final decision to have a go at the offshore islands was certainly taken at a meeting in advance at a meeting between Khrushchev and Mao Tse-tung and their respective ministers of defense.

him he is honest, except secondhand concepts, and we are dealing with first hand experiences. Until he meets a brave man, he cannot know himself to be a coward. Until he meets a great number of men, and comes to know them for what they are, he can not know himself. People, like matter, are relative.

Einstein's Theory of Relativity may take the great people many hours and higher math than the average person has at his command, but I feel that this little theory is written simple enough for them to understand with ease.

John Hohensee
(Honorary Life Member
USAF Air Defense Team)
801 Newtown st.
Medford.

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The Theory of Human Relativity

There is another theory of relativity with a different sense and a different application. A man's personality, complex if itself as any cosmic galaxy, can be experienced by himself, and by him, little by little as he comes into contact with each new person he meets. After each meeting he is not changed, but a little more self realized, if he is alert to this existing chemistry. Until he meets a thief he has nothing to show

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