

MEMPHIS TRIBUNE

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NATIONAL EDITORIAL ASSOCIATION logo

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: Sept. 21, 1950 (Wednesday) Medford city council approves bid of \$30,000 for new aerial ladder truck for fire department.

20 YEARS AGO: Sept. 21, 1940 (Friday) Big send-off planned for men of Company A and headquarters detachment, 3rd Battalion, 186th Infantry, as they leave for year of active duty at Ft. Lewis, Wash.

30 YEARS AGO: Sept. 21, 1930 (Sunday) Jackson county scores hit with exhibits at state fair. Owen-Oregon mill to operate shift throughout winter.

40 YEARS AGO: Sept. 21, 1920 (Tuesday) Interest in deer hunting slumps locally with the smallest number of hunters in woods in many years.

50 YEARS AGO: Sept. 21, 1910 (Wednesday) Cattle reported selling for 4 1/2 cents are scarce and is highest price ever paid for cattle this time of year.

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

1. Is a bimonthly magazine issued once every two months, or twice a month? 2. Is it possible for a presidential candidate to receive a majority of the popular vote and yet not be elected? 3. Did Alexander Graham Bell discover the telephone? 4. Certain kinds of birds' nests are used as an article of food in what country? 5. The Roman numerals CCC indicate what Arabic equivalent? 6. Is it true that snow never falls in Florida? 7. Name the ancient philosopher who drank hemlock. 8. Is Florida an Indian name? 9. In what card game does one peg 61 holes to win? 10. How soon after a decision is rendered by the U.S. Supreme Court does it become effective? Answers: 1. Once every two months. 2. Yes. 3. No. He invented it. 4. China. 5. 300. 6. No. 7. Socrates. 8. No. (Spanish) 9. Cribbage. 10. Immediately.

New Office Building Planned in Salem: Salem-UPB-Salem Title Co. has announced plans for a \$250,000 office building in downtown Salem offering 20,000 square feet of space and parking for cars on the roof.

Elmo Smith and the F.A.A.

In the campaign for the United States senate, each of the candidates—Mrs. Maurine Neuberger (D) and Elmo Smith (R)—have certain advantages.

Each is trying to capitalize on these advantages, as is right and proper in an election campaign.

Some of the claims, counter-claims and arguments have been pretty silly, but this is, we suppose, inevitable in an election drive.

On the face of it, we believe that Mrs. Neuberger has had the best of it so far, and that she has better qualifications for the high office of United States senator. We probably will continue to believe so until the election on Nov. 8, unless Smith comes up with something more impressive in the way of campaign material.

BUT Smith has one advantage that Mrs. Neuberger doesn't. He is a pilot and flies his own plane. And it is natural that he should try to turn this to his advantage.

In doing so, he has mailed a sheet to most of the licensed pilots in Oregon, setting forth his views on the laws, regulations and policies now governing civil aviation.

"I believe that private aviation and personal flying will quickly be eliminated under the policies now being followed by the present F.A.A. act."

And we have reason to believe that a substantial number of private and commercial pilots agree with this assessment wholeheartedly.

SMITH continues:

"Regulations already in force and those planned simply will make it impossible for the average person to afford the red tape and financial costs to take an interest in flying. Even the days of the smaller executive aircraft may be numbered. With the costs to be arbitrarily imposed, many businesses that are now finding aircraft economic assets will not be able to afford them."

"This is more than just a threat to the pilot, airport and aircraft operator. It seems to me to be a genuine threat to the aircraft manufacturer."

"Almost all of us believe in safety in the air. Most of us went along with the present administrator in his safety program, until it turned into a program to make the air safe by eliminating all private flyers from the air."

"Every reasonable step should be taken to make flying safe. We should eliminate the buzzing goons and completely irresponsible people. But to bring safety by curbing all activity is a ridiculous and unreal program."

"Under the present philosophy, if it was applied to cars, you could no longer drive, if you were in the wrong by denting a car with your fender. If the same rules of safety would be applied to the deadly automobile, there would be very few cars on the road and the cost of safety and communications equipment would keep them ground most of the time."

"I thoroughly believe in a sensible safety program. I also know the problems of the causal flyer and of general aviation. I believe I can do a good job of presenting the case for general aviation in the U.S. senate."

AS WAS shown in a Mail Tribune feature article last Sunday, private flying has an important place in the economy of southern Oregon.

Elmo Smith, as a pilot, knows this. He also knows that private and general aviation is being threatened by some arbitrary, unduly strict, and unreasonable regulations—some of which would require such expensive radio equipment (to replace perfectly adequate equipment in use at present) that many flyers simply couldn't afford it.

And in presenting his case to pilots, he is working a rich lode of votes, for there are thousands of pilots in Oregon, and they constitute an influential group of people.

IN A way, we are sorry to see this injected into politics, for it is—or should be—an essentially non-political matter.

But the F.A.A. has gone so far into unreasonableness that Smith is doing a favor by bringing it out into public view. Only in this way can it be corrected.

We have attempted from time to time to make our own small criticisms of the F.A.A. and the way it is being operated at present, without any noticeable results.

The consensus of pilots is that they are gradually being squeezed out of the air.

ODDLY, this applies also to the airlines, which have been battling some F.A.A. regulations they deem unnecessary, unduly restrictive, and needlessly expensive.

The same applies to the airline pilots associations, to the private pilots groups, and to those interested in general aviation in general.

So, whether or not we support Smith for election, we are glad to put on the record his well-substantiated complaints about the F.A.A. —E.A.

Question

When the federal government pays 90 per cent of the cost of the big interstate highway network, this is commendable foresight and service to the nation as a whole.

When it is proposed that the federal government undertake to finance a tiny portion of the costs of the schools of the nation—now understaffed and inadequate—it's socialism, by crack!

One wonders which is more important to the future of America—a first rate highway system, or a first rate educational system?—E.A.

Dennis the Menace



"I WONDER WHAT THEY DO WHEN THE BASEMENT GETS FULL OF STEPS?"

... 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.

Fall Beach Plug

To the Editor: "Today was a turquoise day Set in an ancient silver setting"

Of Indian summer. The beautiful days of fall are here with low tides for clam-digging, expanses of sandy beach, nights when the sea is phosphorescent, and many days with little or no wind.

Later in the season these days will be punctuated by sou'westers which bring with them the heavy seas so interesting to watch, bring out miles of agate beds from under summer sand, and bring up on the beaches who-knows-what to provide interesting beach combing.

If you found the coast expensive in July and August, come now! It is economically impossible to operate even the simplest resort on two months' income; if you spread your patronage more evenly the resorts can spread their rates more evenly, too. Do not, however, expect to find rooms, preheated and brightly lighted, for nothing; for each resort there is a point below which it is cheaper to leave a room unoccupied.

If you found the coast foggy in July and August, come now! Most of our fog is over for this season, and when inland valleys are shrouded in ground fog which may cling all day, the coast is usually clear and sunny. Come to see the coast in July and August, come now!

Indian summer is as beautiful here as it is in the rest of Oregon, and in winter the coast is warmer than the inland valleys.

So bring your waterproof—either you'll need it to have it or you won't need it—and visit the coast soon and often. Elizabeth Swan Yachats, Ore.

The second approach is to get all the great powers to agree to a very substantial reduction in armaments so that none would have the temerity or ability to attack any other country. It is already proving to be a long drawn-out procedure that could take several years to consummate.

The third is your correspondent's plan for peace, i.e., invite to our land, on a paid tour 100,000 Russians each year for five years. Arrange for them to meet us face to face in workshops, stores, homes, theaters, stadiums, etc. In that way they would learn at first hand just what kind of people we are. It is a direct, sensible way to peace.

In a speech at Princeton, N. J., Kennedy said: "We must seize the initiative in the cold war with bold imaginative programs launched with good-will and launched from strength."

As Walter Reece of Merlin, Ore., stated in a letter to the Mail Tribune: "Mr. Frisch has made a fool proof suggestion—that would be the best investment the United States ever made."

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

Trip To the Editor: On my first trip from Ashland to the Trinity Alps in a 1912 Reo automobile, I had more trouble than I would have trying to drive an Oregon Flea Circus

through a California Bug Station.

I did learn a few things on this trip. I learned—How to fix two dozen flat tires and pump them up with a hand pump. I learned—How to back two miles down a steep hill to let a mule team pass.

I also learned—How to take a shower bath in a creek. It was a hot summer's day when I ditched the car in Peanut's Creek at the end of the trip. I drove the car into Peanut's Creek to soak the wooden wheels so I would have wheels to put the new tires on when they got there from Los Angeles. The last tire blew up in the creek, just as I stepped out to get the suitcases out of the running board.

In just yun bang, I had all the California dust blown off me, and got a good shower bath to boot.

Everett Acklin Ashland, Ore.

Two Charged With Murder in Idaho Gooding, Idaho—UPB—A young man and woman stood in district court here Tuesday and quietly listened while first degree murder charges were read against them.

Rodger Hall, 22, and Mary Catherine Hampton, 18, are charged with the gunshot death of Dr. John Hunt, Portland, a plant pathologist, whose body was found in his car a year ago last August in the desert near Bliss.

Try and Stop Me

By BENNETT CERF

L. COL. VERNON WALTERS has reassuring words for interpreters who fear that they soon may be replaced by electronic brains. The Colonel was invited to a demon-

stration of a formidable new mechanism that supposedly was equipped with a 4000-word vocabulary in two languages.

The phrase "The spirit is willing but the flesh is weak" was fed into the machine in one of the languages. And here's the translation that came out in the other: "The liquor is still good but the meat has gone bad."

The manager of the classified department of an Arizona gazette was proud to receive this testimonial from a satisfied customer: "Dear Sir: Your ads sure bring results. My lost dog has been returned—plus seven pups."

"The beatnik," rejoices Burton Hillis, "is rapidly going the way of the American buffalo—to which he bears a strong resemblance."

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Khrushchev Still Is Menace in Africa; Reds Said Eyeing Republic of Guinea

By PHIL NEWSOM UPI Foreign Editor

Nikita Khrushchev may have lost a battle in the Congo but he has by no means lost the war in Africa.

It was a diplomatic setback for Khrushchev when 17 Afro-Asian members of the United Nations rejected the Soviet U.N. Secretary General Dag Hammarskjold had bungled in the Congo and, instead, urged that Hammarskjold continue "vigorous" action there.

It also was a setback—whether momentary or not remains to be seen—when Congolese Col. Joseph Desire Mobutu seized government reins in the Congo, ordered the Soviet and Czechoslovakian diplomatic representatives out, and

made it stick. By setting himself up as a "strongman," Mobutu also neutralized Premier Patrice Lumumba who had relied chiefly on the Soviets for his outside support.

But it is a rare thing for the Soviets to be caught without a previously prepared position, and so a setback in the Congo does not find them unprepared.

The new position and the new man might well be the African republic of Guinea and its Marxist-trained Premier Sekou Toure.

Guinea, once France's second richest possession south of the Sahara Desert, rejected membership in the French community and declared its

independence in 1958. Toure harshly told French President Charles de Gaulle: "Guinea prefers poverty in freedom to riches in slavery."

Toure, grandson of a legendary West African emperor, came up through the ranks of France's Communist-dominated General Confederation of Labor, received additional training in Prague, Warsaw and Moscow and became president of the confederation in Guinea.

The confederation became his springboard to political power and his strong anti-colonial feelings made him a natural target for Moscow after Guinea's achievement of independence.

Visited United States: Hopefully, the West has chosen to regard Toure as more a nationalist than a Marxist. He has visited the United States as well as Mos-

cow. But this week, on a tour which included honors in the Soviet capital and in Red China, he arrived for a visit to Indonesia aboard a jet liner which the Russians thoughtfully had loaned him.

Whether nationalist or Marxist, the bulk of Guinean trade has in the last two years swung almost entirely to the Communist bloc.

Guinea has barter agreements with the Soviet Union, East Germany, Czechoslovakia, Poland, Hungary and Communist China. Soviet content goes into Guinean structures and highways. Hungarian buses serve the capital of Conakry. Khrushchev is scheduled to visit Guinea this year.

Intriguing to the Soviets is not only Toure's stature at home but in all of West Africa and his leadership in a movement for a union of West African states.

In the Days News

By FRANK JENKINS

From Buenos Aires: Retired Navy Captain Ernesto Recaredo Vazquez took over as Argentina's new chief of police after an investigation of corruption charges among high officers. President Arturo Frondizi appointed him after removing from the top Argentine police spot Rear Admiral Ezequiel Niceto Vega, a TRUSTED FRIEND who was married to Frondizi's sister-in-law.

HMMMMMMMM. This man Frondizi seems to be all right... to have what it takes to "hew to the line and let the chips fall where they may." In most of Latin America, it takes courage to crack down on a relative who has been doing things he shouldn't.

Frondizi seems to incline to "Hew to the right line, and let the chips fall where they may."

WHO is Frondizi? He is the first man to be chosen president of Argentina in a FREE election after the fall of Dictator Juan Peron. When Peron finally fell in September of 1955, he was replaced in November of the same year by a military junta, which chose General Aramburu provisional president. He restored civil liberties, dissolved the Peronist party and RETURNED EX-PROPRIATED PROPERTY to its rightful owners.

In the first free elections after 12 years of Peronist dictatorship, Dr. Arturo Frondizi was elected by a landslide. He has had his troubles, but he seems to have done a pretty good job.

All of which seems to offer some hope that after Crazy Man Castro has had his fling the Cubans may tire of him and elect a decent Cuban President in a free election. Anyway, let's hope so.

QUESTION: Who first coined the phrase: "Hew to the line and let the chips fall where they may?"

IT WAS first spoken by Roscoe Conkling in June of 1880 at the Republican national convention in Chicago in a speech nominating Ulysses S. Grant for a THIRD TERM as President of the United States.

Conkling was a great orator and he delivered a powerful speech that lasted for 25 minutes. He began by saying: "If asked what state he hails from, "Our sole reply shall be—"He comes from Appomattox "And the famous apple tree."

Further along in his speech, Conkling said: "He will hew to the line of right, let the chips fall where they may."

IN SPITE of the anti-third term tradition, Grant received 304 votes and soon after the balloting began he got two more, bringing his total to 306, which he held all the way to the 36th ballot. James A. Garfield received Wisconsin's 16 votes, and on the 36th ballot he received 399 votes, or 21 more than were necessary for a choice.

The anti-third term tradition which worked strongly against Grant in the 1880 Chicago convention, remained unbroken until 1940, when the Democrats nominated Franklin D. Roosevelt for a third term, with World War II in the offing, and he carried 38 states to Wendell Willkie's 10. He was elected to a fourth term in 1944.

CONSERVATION WORK Weed-Roger Zwanziger of Weed has leveled 19 acres which he plans to plant to improved irrigated pasture. Jim Elsea of Montague has laid out 800 feet of head ditch. Both jobs were planned and laid out by the soil conservation service.

'Campaign Wife' Is Column Written by Mrs. J. F. Kennedy

By DICK WEST United Press International Washington—UPI—Mrs. John F. Kennedy, the only potential first lady who was once a card-carrying journalist, resumed her newspaper career this week as an unpaid columnist for the Democratic National Committee.

In a sense, Mrs. Kennedy and I are now colleagues and I wish to welcome her return to the fold. However, I hope that her non-salaried status doesn't start a new trend.

The title of her column, which the committee is distributing on a weekly basis, is "Campaign Wife." This would make a fine title for a radio soap opera, but it has certain drawbacks as a column heading.

It means that in November she either will have to change the title or retire again. Writes Of Frustration

In her first column, Mrs. Kennedy wrote of "How Frustrating It Is" to have to stay home and tend to her knitting while her husband is out campaigning. At least I assume she has been knitting.

The reason she can't join her husband on the campaign trail is because she is expecting her second child in December. So, she said, "I decided one way to keep from feeling left out was to talk through this column to the friendly people all over the country I would have met while campaigning."

In her previous experience as a journalist, Mrs. Kennedy conducted an inquiring photographer column for the Washington Times-Herald. She went around taking pictures of truckdrivers and asking them questions like "What do you think of the new Paris fashions?"

She Was Shy One of Mrs. Kennedy's former co-workers told me that she was rather shy in those days and seemed to find this sort of thing distasteful. On occasions, some of her male colleagues would lend her a hand.

I might add that Mrs. Kennedy was, and is, a very attractive brunette and I suspect this made it easy to get volunteers.

Subsequently, she got married to the present Democratic presidential nominee and the Times-Herald merged with the Washington Post. But I suppose this was only coincidental.

Last Monday, Mrs. Kennedy invited some of her sister journalists in for tea and shop talk. The conversation naturally touched on the recent controversy over how much she and Mrs. Nixon spend for clothes.

Mrs. Kennedy made it plain that she has no intention of engaging in a wardrobe feud with her Republican rival, and I sort of regret this. It would have made good column material for the both of us.

Selective Service Duties Outlined

Portland—UPI—The director of Selective Service, Lt. Gen. Lewis B. Hershey, said Tuesday the calling up of men to fill draft quotas is only about 10 per cent of his organization's duties.

Gen. Hershey said other duties involved keeping track of 1 1/2 million standby reservists, encouraging young men to enlist in branches of their choice, helping to see that colleges have students in specialized fields such as engineering and medicine and keeping the public conscious of its obligation to keep the country strong.

"We can't defend an indifferent public," Hershey told a luncheon meeting attended by Gov. Mark Hatfield and Oregon Selective Service officials.

He said the rate of rejection of men called up for examination continued to be high, about 50 per cent on the national average. This is attributable in part, he said, to higher standards adopted in 1958.

Woman Achieves Altitude Record

Los Angeles—UPI—A woman who has passed tests as a candidate to become America's first female astronaut flew Monday to a height of 37,010 feet—more than seven miles—in a twin-engine plane.

The altitude was a record for planes in the 3,858 to 6,816-pound class. The previous record was 34,862 feet set earlier this year.

Jerrie Cobb, 29, Okahoma City, said her only discomfort during her hour and 49-minute flight from Santa Monica Airport on an Aero Commander was cold feet.

Miss Cobb made the flight in connection with the National Business Aircraft Association's annual convention. She said the flight had nothing to do with her desire to become eventually the first woman in space.

Three Cars Damaged In Highway Crash

Three cars sustained minor damage from a three-car collision yesterday on Crater Lake highway near Four Corners.

A car driven by Alba Lloyd Wootton, 50, of 532 Plum St., Medford, attempted to pass a car driven by William Hosken Hansen, 46, of route 4, box 371P, Medford, when the accident occurred state police said. As the Wootton car pulled back behind the Hansen car, bumpers became lodged.

Hansen's car hit a car driven by Horace Lee Denton, 41, of route 1, box 265, Talent, in the north bound lane.

Wootton was informed that a complaint would be filed against him charging passing with insufficient clearance, police said.