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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. Nov. 28, 1950 (Tuesday). The California Oregon Power company once again is Jackson county's biggest taxpayer

20 YEARS AGO. Nov. 28, 1940 (Thursday). The state and Jackson county tax levy for 1940 will be 11.9 mills

30 YEARS AGO. Nov. 28, 1930 (Saturday). The Jackson county court has denied Earl Fehl's request for a recount in Medford's mayoralty election

40 YEARS AGO. Nov. 28, 1920 (Tuesday). The fund to raise money for football bleachers at the local high school has reached \$300

50 YEARS AGO. Nov. 28, 1910 (Monday). The Rogue river has now risen to the 13 foot mark and the present rain continues

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

1. In what American city did the first execution for witchcraft take place?

2. If a circle has the diameter of four inches would the circumference be about 10, 12, or 16 inches?

3. Which is higher in rank, a marquis or an earl?

4. Who wrote the following: "Nellie Was a Lady," "Oh! Susannah," and "Old Folks at Home"?

5. From what part of the asparagus plant is the beverage made?

6. What do the following have in common: string, Mexican and kidney?

7. What was the family name of Mary I of England?

8. Can a rabbit run faster downhill?

Railroad Fight

A most interesting activity, being reported bit by bit in current news, is the "come-back" fight of American railroads.

Newspapers and magazines are beginning to put together apparently isolated incidents, fitting them into a pattern which indicates that our various railroad companies are seeking to find a more important spot in the country's transportation system after many years of only minor change.

This new "lifting" process is quite apparent when consolidations, stock purchases, tariff changes, efforts to eliminate alleged featherbedding, competition with truck lines, reduction of passenger service, and other such activities are fitted into a pattern.

ONE activity due to arouse much local interest, perhaps participation, is the fight between the Southern Pacific and Atchison, Topeka and Santa Fe to gain control of Western Pacific. Both rail lines are making vigorous efforts to take over the Western Pacific. Control means much to this particular area which, very probably, would find considerable benefit by a Southern Pacific victory.

The fight for control of Western Pacific is only one small part of the overall program to improve the status of railroads. Having slipped far down the economic ladder, railroads now are reassessing their position. Working both in cooperation and in competition they are apparently striving to again become "top dog" in the field of transportation.

IN THE early days of our national history—before railroads—our centers of population hugged waterways. A few miles from rivers and canals our country was wilderness. Railroads changed that picture. Centers of population, land development, industry, followed rail lines. But the transportation system underwent another change when trucks and highways were developed. Communities no longer were dependent upon either water or rails. The system was further advanced by the airplane, a means of rapid transport.

Railroads, however, seemed content to drift. They ranted against use of highways by trucks. They boosted rates, until they priced themselves out of business. They sought government subsidy. They kicked against regulation. In very late years they appear to have decided to get tough.

ONE of the things to which I have objected most vigorously has been the program to kill off local passenger service. Passenger trains aren't profitable. Railroad after railroad has been discontinuing local service. Many operations were killed off just as the "Friendly" Southern Pacific killed off passenger service in southern Oregon with its "Nightrawler."

Railroads have eliminated many of their branch lines. "Railroads are too big," one official observed. They now appear to be seeking the job of handling heavy transportation, eliminating unprofitable or low-profit operations, reducing what they charge is costly featherbedding, at the same time lowering rates they built up so high that they priced themselves out of business.

ONE of the factors toward self-improvement is to be seen in the current battle between two big lines for control of Western Pacific. Western Pacific approximately parallels Southern Pacific Lines between Sacramento and Salt Lake. The S.P. claims it could make substantial decreases in costs, could speed up its operations and could best serve the public by controlling the parallel line.

It would, it declares, maintain all interchange points, gateway routes, competition (even with itself) and in general continue all existing services. Savings made by cutting distances through use of the two lines, would be passed on to customers, it is declared. They would be an important factor to Northwest Shippers served by the Southern Pacific.

While Western Pacific lines parallel the Southern Pacific tracks, control by the Santa Fe would only "extend its influence into territory already adequately served, with no compensating benefit to shippers, communities or the general public," an S.P. statement contends.

Anyway, the fight will be an interesting one to watch.—Charles V. Stanton in the Roseburg News-Review.

Ah, There Copco!

West Coast Telephone Co. is putting more of its trunk lines underground in a project to improve service to the northwest part of Coos Bay. This is most commendable.

At the risk of offending our friends in Pacific Power & Light Co., we wish West Coast Telly's example would spread to other utilities—and would be intensified by the telephone company, so far as that goes.

The Coos Bay business district—and to a lesser extent that of other cities in this area—looks messy. The chief reason is the maze of overhead wires. We'd guess power and telephone users would not object to the higher rates it would take to put these lines underground in a program extending over several years.—Coos Bay World.

Dennis the Menace



'WELL, HERE WE ARE AGAIN!'

... 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.

An American, Period. To the Editor: This is a postscript to our recent post-election musings in your columns, prompted by a sad spectacle I witnessed at a local theater last Friday afternoon.

Dear writer, let us explore these statements: Firstly, my dictionary defines "transient" as being temporary, as regards workers, temporarily employed.

They were Lucky. To the Editor: This concerns the parties who didn't get caught stealing turkeys on the Tuesday night before Thanksgiving between the hours of 9 and 10 p.m.

God's Standards. To the Editor: Righteousness exalteth a nation; but sin is a reproach to any people.—Prov. 14-34. We read the editorial, "An Aspect of Freedom" in the Thanksgiving Tribune and were taken aback.

Reply to Critic. To the Editor: I have sent the following letter to Mr. T. B. Wilcox, of Portland, Ore.

Thoughts on Transients. To the Editor: I have read with much interest all that I have seen printed, both news items and letters to the editor, regarding the two men held in "restricted custody" as witnesses to a murder.

Go Home! Order. To the Editor: I thought the enclosed might possibly be of interest, pertaining to the recent "Go-Home" order issued by the President.

Foreign Desk: U.S. Tanks for Germany; Support for NATO

By PHIL NEWSOM. UPI Foreign News Editor. From the foreign news cables.

The British are hoping the Germans will change their minds about making the American M48 tank for the West German armed forces. The M48 is standard for a American armored force, and is successor to the M47 which was developed on a crash basis during the Korean War.

At the Barricades. Paris newsmen say not to expect Jacques Soustelle and other "French Algeria" politicians to take lying down De Gaulle's drive for an Algerian "republic." Soustelle, 20 years a De Gaulle supporter and political mastermind who steered the 1958 Algiers settler revolt behind De Gaulle, is bitter about his firing from the De Gaulle cabinet in February.

Washington Report

By WILLIAM S. WHITE

FLIGHT OF THE DOVE. Mexico City - In all life there comes a moment, a small distinct and poignant space in time when a man knows that a parting forever is at hand.

Editor's note: The enclosure in Mrs. Williams' letter was a page from the Okinawa Morning Star, including a story entitled "Most Americans Here Resent Go Home Order."

It told of the attitudes of servicemen and their families to the money-saving order, and one paragraph said: "Clubs, commissaries and housing areas all buzzed with the news. The big question was what happens now? How does this affect us? A survey of military dependents revealed that a majority of the Americans here resented the order. They felt, as one man put it, 'They say that the American military man is used to sacrificing. I think I've done all the sacrificing I care to do. It certainly isn't asking too much to keep our families together.'"

Tragedy stalks the lowering of God's standards. H. R. Bulman. Route 4, Box 316A. Medford.

A Comparison. To the Editor: According to the Mail Tribune recently, the Republican Central Committee put the County Court "on the spot" for placing one name, Eve Nye, as their suggestion for an individual to fill the term left vacant by Durno in the state senate, after the electorate had refused to return her to office.

God's Standards. To the Editor: Righteousness exalteth a nation; but sin is a reproach to any people.—Prov. 14-34. We read the editorial, "An Aspect of Freedom" in the Thanksgiving Tribune and were taken aback. It is neither pleasant nor easy to take issue with the editor, for we respect his place as editor, and his views on many things.

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In the Days News

By FRANK JENKINS

U. S. Treasury Secretary Anderson and U. S. State Department Under Secretary Dillon arrive in London Friday on the last lap of a so far fruitless mission to Europe to SAVE THE DOLLAR. (The value of the U. S. dollar in foreign trade is menaced by too much foreign spending on the part of the United States, which for years and years has been putting out vastly more than it has been getting back.)

Before arriving in London, Secretary Anderson and Under Secretary Dillon had asked France and West Germany (both of which has benefited enormously by American aid, both Marshall Plan and later grants) to provide greater financial support for NATO (North Atlantic Treaty Organization) and to help pay the costs of maintaining American soldiers in Europe for Western Europe's protection.

Both France and Germany rejected their pleas. A dispatch from London says Britain is expected to do likewise.

Washington Report

By WILLIAM S. WHITE

Such, nearly always, is the fate of the prodigal spender. While it lasts, he's wonderful. But when it's gone his former friends and buddies cross over to the other side of the street when they see him coming.

FROM Washington: Secret Service agents confiscated a camera and destroyed a roll of film containing pictures of Mrs. John F. Kennedy being wheeled from the delivery room of the Georgetown hospital - where by Caesarian section she had just given birth to a son.

THE pictures had been made by an Associated Press cameraman. He was the first to reach the hospital after Mrs. Kennedy's arrival for the birth of her son. He had a clear field and no competition.

LESE MAJESTE? Or just preventing one news service from scooping the other news services?

WHAT'S Lese Majeste? It derives from the Latin laesus, meaning injured, and Latin majestas, meaning majesty. Its ancient definition in law is "any crime committed against the sovereign power; specifically any of various offenses violating the DIGNITY of a ruler as representative of sovereign power."

It tracks back to the time when kings and emperors and such claimed to rule by divine authority.

ANYWAY, let's cut out the PRIVATE BUSINESS of the parents - whether the parents are the heads of nations or the humblest of private citizens.

Let's RESPECT the privacy of our First Lady on such private occasions.

ly of goodbye to yesterday but of hurry up for the tomorrow in which all the children shall be tall and straight-but in which not one of them will ever be allowed to make a mess of his assignment and still remain in the company of the comers.

NOW, probably all this is good for Mexico, which needs trained and disciplined hands and in the past has suffered all too much from individualism and romanticism. But somehow this one observer cannot see it as all good.

Puebla is so madly progressive as to please the most progressive socialists ever graduated from Vassar. But, in Mexico one does not really want Vassar. One longs for the dove which flew away, and now has fled away forever.

Try and Stop Me

By BENNETT CERF

EARLY IN Robert Taylor's motion picture career, the budding star decided he was being underpaid and sought a raise from the Great Mogul of the MGM studio, the late Louis B. Mayer, who could weep a bucket of tears at will. He sat Taylor down and told him, "Bob, I have two lovely daughters but no son. If I DID have a son—and I would have liked him to be as handsome, brilliant, and talented as you—I would have told him, 'Son, you are now working for a great studio that one day will make you a great, great star. Don't make the mistake my son, of demanding a raise now.'"

Taylor was in something of a daze when he found himself back in the anteroom. "Well," demanded his agent, "did you get a raise?" "No," admitted Taylor, "but I got a father."

There's a New York store that specializes in fireplace equipment. Its slogan: "Everything Your Little Hearth Desires."

