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**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.

### Billboard Compromise

The Council on Highway Regulation, which actually is the creation of the billboard industry, has joined with the Committee on Highway Protection to sponsor two "compromise" bills for billboard regulation.

So, after all the bad things we said about the billboard industry during the campaign last fall, we'd now like to tip our hat to them for honorably carrying through on their promise to work for compromise billboard control legislation, which meets the major objections of both sides. This, apparently, they have done.

AS THE bills have the approval of both sides in last fall's fight, they should be passed by the legislature speedily.

One of them would limit outdoor advertising on the federal interstate highways in Oregon—U. S. 99 and U. S. 30—and thus qualify Oregon for a substantial "bonus" in federal funds, under the federal billboard control measure. It will amount to several hundred thousand dollars.

The other would call for appointment of a Scenic Area Commission, which would be empowered to designate areas where billboards should be banned on all state highways.

WE DO not see how any serious objections could be raised against these measures.

Our friends on Sardine creek, for instance, would be allowed to advertise their businesses, since the limitation on freeway billboards would permit advertising of establishments within 12 miles.

Business and industrial areas also would be excepted from the freeway billboard ban, as would signs advertising the sale of property on which they are located, official directional and informational signs, and those of specific interest to the traveling public.

The bills might not be quite as stringent in regulation as some of us would like. But they do appear to be a reasonable compromise which calls for their approval.

The legislature owes it to both sides, and the state's tourist guests, to enact the measures.—E.A.

### Truck Bill Ill-Timed

Back in 1952, the voters of the state of Oregon defeated one "big truck" measure on the November ballot, and passed another. Both votes showed that a strong majority of the people felt that the big trucking interests were asking too much in the way of special treatment.

The one which was defeated was a proposed constitutional amendment which would have limited the legislature's power to levy weight-mile taxes on trucks using Oregon's highways. It was soundly beaten—484,730 to 135,468.

The one which passed was a legislative proposal to increase weight-mile taxes on big trucks. It had passed the legislature, but was referred to the people by petitions, also sponsored by truckers. It was passed by the people, 409,588 to 230,241.

NOW, little more than eight years later, the truckers are once again trying to get out of paying their fair share of the costs of highway construction and maintenance.

In 1952, the people overwhelmingly supported the thesis that much of the costs of highways are attributed to the extra-sturdy construction needed by heavy trucks, and that trucks therefore should be taxed for a portion of that extra cost.

Today, Senate Bill 32 in the Oregon legislature seeks to reduce the weight-mile taxes on trucks over 44,000 pounds. The reduction, according to highway commission estimates, would reduce income from this source by some \$1 million per year, which if applied to federal highway systems' matching funds, means a reduction of up to \$10 million per year.

THE move is ill-timed, if nothing else.

Protracted tests of the effects of heavy trucks on highways are now nearing completion, and preliminary indications are that such heavy equipment should pay more, not less, of highway costs, if they are to be on an equitable basis. This bill should not pass until these tests are conclusive. And if it is shown that weight-mile taxes now levied are inequitable, changes can be made later on that basis.

But for a reduction to be permitted now would fly in the face of an overwhelming decision of the people, and would penalize every motorist in the state.—E. A.

### Dangerous Sport

Recent news stories reporting at least one death and several injuries resulting from toboggan accidents remind us that tobogganing is classified as about the most dangerous of winter sports.

It is far more dangerous than skiing, as fatality and injury records attest. And injuries are more apt to be serious. A skier has greater control over his direction, speed, and ability to stop than a toboggan rider.

The most usual injury from skiing is a broken or sprained ankle or leg, but the most usual injury from tobogganing is a damaged spine.

It's a mighty popular sport, tobogganing, but those who go in for it should be fully aware that they are taking some serious risks of permanently disabling injury.—E.A.

### Dennis the Menace



"IT'S A SNOWBALL. I HAD ONE LEFT OVER."

## ... 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 conciseness. 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.

**Sugar Melts Off**  
 To the Editor: We who are concerned about Medco's truck route wish to express our heartfelt appreciation for your editorial.

One of these days the people of this corner of Jackson county are going to rudely awaken to the fact that we have taken a dose of medicine, because the sugar melted off. This will come when we have to live with the private truck route that Medco has proposed to build.

This should not just concern the people that live along this right of way, but every person that lives in this beautiful valley. Also the future generations we are raising to live here in the years to follow.

Do you have any idea how many of our school children ride buses that have to cross this route? This includes buses from three school districts. This isn't counting the thousands of cars that travel over these roads. Yes! they have crossed it for years. But with the knowledge that the train ran at the most two up and two down each day. We now multiply this by the number of over-sized trucks it will take to supply the same amount of timber.

This road will cost a great deal of money, to give Medco the privilege of not having to pay any P.U.C. or gas tax. I feel these trucks should be kept on our highway. Why shouldn't they help pay for a new highway, which we need anyway, and will need even more when the new highway is completed from Klamath Falls? Why shouldn't the big company help instead of the little man always paying the way.

A new public highway would show progress instead of a step backwards, as this private road will be.

I'd like to hear others' viewpoints on this.  
 Mrs. Delta Jensen  
 Nick Young rd.  
 Route 1, Box 285  
 Eagle Point, Ore.

**Propaganda Convinces**  
 To the Editor: The propaganda dispensed by the promoters of the proposed multipurpose stadium has convinced me that the county should sell the needed land to any group who would erect such a stadium in a specified length of time.

A good profit making venture of this kind, one where the profits are sure to roll in, belongs to Free Enterprise. Like most modern business ventures a corporation should be formed by the present promoters and stock sold to the individuals who believe the profit making claims of the promoters.

The money realized by this enterprise would profit the promoters and stockholders. The corporation, income, real property and other taxes would benefit our schools, the county, state, national government and other nations who are recipients of our tax dollars.

I believe that the idea of letting the taxpayers of this county own, operate and maintain a profit making deal, such as proposed, is kinda selfish in view of the good that could be done with a portion of the profits on a world-wide scale.

William Doernbach  
 143 Mace rd.  
 Medford.

**Congressman's Defense**  
 To the Editor: Recent and repeated showings in this area of the motion picture film depicting the so-called "student riot" in San Francisco last May have brought into focus, more sharply than ever, the Mail Tribune's lengthy editorial of Jan. 9, entitled

"Harsh (But True) Indictment."  
 The vicious attack on the House Un-American Activities Committee made in the Washington (D.C.) Post of Jan. 2—and quoted in your editorial—was replied to in detail by Committee Chairman Walter in the Congressional Record of Jan. 24, 1961. In that reply, Congressman Walter denies emphatically and categorically the HUAC "has habitually misused its mandate in unconstitutional ways for political purposes; that it has become an agency for repression; that it has usurped the functions of the executive and judicial branches of our government." In fact, the Congressman does not hesitate to characterize these charges as "outright lies"; and he adds that "The only finding the Supreme Court made in the Watkins case . . . was that Watkins 'had not been adequately appraised of the subject matter of the subcommittee's investigation or the pertinency thereof to the questions he refused to answer'."

Among other things, Congressman Walter asserts that the petition to abolish the HUAC, some have been identified as members of the Communist party and "A few dozen of them are notorious for the fact that, over a period of many years, they have unwaveringly promoted the line of Moscow and the Communist party in this country."

Thus, it would seem, the issue is joined. Either the petitioners or the Congressman are indulging in deception if not outright perversion.

Since the Mail Tribune editorial of Jan. 9 enthusiastically supported the petitioners' charges, and since the editorial was likely not without influence on many of your readers, the need for further editorial comment, in the interests of accuracy and fair play, becomes apparent.

Pages 1161 to 1166 of the Congressional Record for Jan. 24, containing the full text of Congressman Walter's reply, are enclosed.  
 C. L. Williams  
 595 Monroe st.  
 Ashland, Ore.

**Editor's Note:** We have read in full Congressman Walter's defense of the committee, a few excerpts from which are contained in the letter above. We were unimpressed. It is obvious that this emotional issue is not going to be decided on the basis of argument, and we are content to await future developments regarding the committee and its activities, which we regard to be an insult to the American tradition of freedom, and an ugly misuse of the powers of Congress.

**TV and Movies**  
 To the Editor: Boy was I glad to see the article in last night's Communications, about that stupid and revolting Jackie Gleason and his so-called phony show.

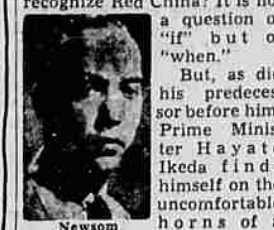
Mrs. J. H. Sure said the truth about his show and a few more that appear on this station. Of course if I don't like the show, I can shut my TV set off. But if I shut my set off every time there was a lousy program, it would be off two-thirds of the time.

You get about 10 or 15 minute commercials on an hour show and about 15 minutes on 30 minute show. They have more washing powder, wet or dry, shaving lotions, hair shampoos and what you.

They say all the Hollywood stars use these soaps, creams, etc., to make them look beautiful. I would like to get a look at some of those so-called beauties, when they first get

## Red China Question Creates Dilemma for Japanese Leader

By PHIL NEWSOM  
 UPI Foreign News Analyst



Japan once more is pondering the question, how soon to recognize Red China? It is not a question of "if" but of "when."

But, as did his predecessor before him, Prime Minister Hayato Ikeda finds himself on the uncomfortable horns of a dilemma.

As an international trade minister in the cabinet of former Prime Minister Nobusuke Kishi, Ikeda went on record with a demand for closer relations with Japan's giant neighbor only about 500 miles across the China Sea.

As Japan's new premier, he also is faced with the task of restoring United States confidence in Japan, shaken by cancellation of President Eisenhower's Tokyo visit because of leftwing riots last June.

Pressure from Business  
 At home he is under pressure from Japanese businessmen wanting trade ties with Red China and from the Socialists who have made recognition of Red China and abolition of the U.S.-Japan assistance treaty a key plank in their platform.

To recognize China's Communist regime prematurely would be to undermine still more U. S. confidence in Japan as a strong and stable partner. But to be considered an "independent" Asian nation, Japan must recognize Red China before the United States does so.

Two other elements also enter the question of timing. U.N. Difficulty  
 Japanese diplomatic sources say Japan will not recognize Red China before it is admitted into the United Nations, because to do so would be to recognize a country condemned by the United Nations as an aggressor.

Japan's official foreign affairs deliberation council also has concluded that Japan cannot recognize Red China while it has diplomatic relations with Nationalist China—a dilemma also faced by the United Nations.

Red China itself has suggested a step-by-step resumption of Sino-Japanese trade relations broken off three years ago.

But since the Chinese insist on government-to-government trade agreements, these also depend on ultimate diplomatic recognition.

The dilemma may persist a long time.

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## In the Day's News

By FRANK JENKINS

The U.S. successfully rocks a chimpanzee-manned capsule more than 100 miles into space and drops it into the Atlantic ocean some 420 miles down range from Cape Canaveral.

As he entered the capsule for his trip out into the unknown, the chimp grinned and waved his arms. Observers said he "seemed completely at ease about the whole affair." That's what it is to be a chimpanzee. You aren't worried about the future.

THE SIX chimps from which today's adventurer was chosen have been in training since Jan. 2. A staff of 18 medical, veterinary and psychiatric experts, headed by Major J. D. Mosely, chief of the bio-astronautics branch of the National and Space Agency, has been conditioning them for the fateful flight, which will be a vital prelude to manned space travel.

Among other things, they have been trained to flick levers when lights go on. If they don't flick the lever when the light goes on, they get slight electrical shocks through the foot. If they pull the lever at the right time, they don't get the shock. It is reported that they catch on quickly and soon learn to yank the lever.

The lights are arranged in such a sequence that when the levers are pulled messages will be sent back, telling what is happening in the space capsule.

THE CHIMP in the capsule, it is hoped, will provide the first careful measurements showing whether mental faculties and reflexes are affected by the weird stresses involved in taking off in a rocket and floating in space without the familiar sensation of having weight. On this answer could depend partly whether humans can ever go to the moon or Mars or elsewhere out in space.

Animals have ridden up and down in rockets before and Soviet dogs have even been brought safely home after orbiting completely around the earth. But none of these was ever before analyzed to learn whether they can think and react normally.

This is one of the significant elements in the new test preparing for man in space.

HMMMMMMMM.  
 Maybe before sending its chimp off into space the National Aeronautics and Space Agency should have consulted the Navy, which has been watching a three-year-old porpoise at its ordnance test station at China Lake, in California. Porpoises can swim at high speeds with little drag friction. They can transmit and receive sounds over several miles under water. They can withstand deep water pressures beyond the known capability of man and other mammals.

They can swim at speeds of 20 to 30 knots (25 to 35 miles per hour). They can jump 15 feet out of the water, merely using their tails for power and their fins for stabilizers.

What the Navy wants to know is that if porpoises can do all these things with nonchalant ease and aplomb, why can't man learn from the porpoise how to make his naval contraptions, such as submarines and torpedoes and Polaris missiles, perform even better than they now are able to perform.

BUT—  
 You ain't heard nothin' yet.

The porpoise makes peculiar sounds with its vocal apparatus. It is suspected that by means of these sounds the porpoise can COMMUNICATE with its fellows—and under water, at that. In other words, that porpoises can talk to each other.

It is reported from China Lake that the Navy has an expert LISTENING to the porpoise. Analyzing the sounds it makes with its vocal chords. Trying to find out WHAT THEY MEAN.

Maybe, the thinking goes, if the expert can find out what all the sounds made by the porpoise MEAN, he can go a step farther and learn to TALK TO THE PORPOISE and listen while the porpoise talks back. That would greatly expedite the job of getting information from the porpoise.

THAT suggests the further thought that if man can learn to talk with a porpoise maybe man can learn to talk with a chimpanzee. In that event, all that would need to be done would be to TALK with the chimp out in space! That would really speed up the acquisition of space knowledge.

more important, he was talking to the country.

If he persuades the country, the country will soon persuade Congress. That is Kennedy's only way out—but it will not be an easy way, for the reasons Crossman gave.

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