

Highway Progress and Politics

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Oregon is way out ahead of all other states in its interstate highway construction program. Of the total mileage projected for the system, Oregon has completed and opened to traffic 58.19 per cent.

Why is it Oregon is out ahead? There are two major factors, and both of them are to the credit of the Oregon highway commission, not only right now, but well into the years past.

ONE of them is the long lead Oregon took in building its own highways to high standards, even before the federally-supported interstate system was conceived.

The other is the utter lack of any corruption, or graft, or any hint of any, on the part of the commission or the department, such as has resulted in ugly reports in other states.

And, despite some of the dissatisfactions voiced by certain sections of the state, this has all been done without any undue neglect to the rest of Oregon's highway construction program.

THIS is one of the basic reasons we so deeply deplore the action of the state legislature in substituting its own politically-motivated judgment for the soundly-based, well-planned program of the highway commission.

It began several years ago when interests along the Oregon coast agitated through the legislature a bond issue to go for construction of highways in that area.

That did it. Ever since then, various sections have been trooping to the legislature to get approval of their own special highway projects.

This is fine for them, and undoubtedly many of their jobs are needed. The Columbia river bridge at Astoria will be a fine thing. So will the improvement of Highway 42, east over the Coast range from Coquille. So perhaps would be some of the other projects that local interests have been seeking.

BUT this raises hob with the highway commission's careful plans. These might not go as fast as a lot of people would like, but they were laid out with existing revenue sources in mind, and on a pay-as-you-go basis, without excessive borrowing.

The debt service on these new bonds (up to \$10 million per year) will cut into gas tax funds now available for other construction, and will tend to slow down highway building elsewhere in the state.

Much as we may admire a new Columbia river bridge, or an improved Highway 42, make no mistake—we're all paying for them, with interest—paying both in money, and in lack of progress on more urgently-needed construction. The state legislature makes a lousy highway commission.—E.A.

DST "Solution"

At this writing it appears evident the Oregon legislature is going to "solve" the daylight saving time issue as follows:

- 1. Permit Multnomah and adjoining counties to proclaim DST locally this summer and next, leaving the rest of the state on standard time. 2. Referring the matter of uniform daylight saving time to the people for yet another vote next year.

Respectfully, we suggest that No. 1 is no solution at all, and will simply multiply many-fold the time difficulties of all of the state except the Portland metropolitan area and its "bedroom" communities.

THE issue was voted last fall, and the people of Oregon elected to remain on standard time. The partial reversal of this for the benefit of Portland is a slap in the face at the rest of the state.

We believe that sentiment favoring daylight time is growing, and has been compounded by the state of Washington's vote to go DST this year, leaving Oregon a standard time "island" in a sea of daylight time in California, Idaho and Washington.

The current bill, admittedly, is a little bit better than its earlier version which would have permitted any unit of government to go to DST. But not much.

If the state is chopped up into two time zones, it will presumably add impetus to the DST campaign next year. Which, we suspiciously conclude, may be one of the reasons for it.—E.A.

Remember the Time That...

Today's younger generation tends to baffle us at times. A sure sign of encroaching age, one presumes.

We must confess that we never really classified as a gay dog. Never swallowed a goldfish. Never went on a panty raid.

(Of course there was the time that the fire hoses . . . and the time that the chick sale—ah, well, never mind.)

So, perhaps it is inevitable that we fail to see the irresistible attraction of trundling a bed across country, or even floating one down-river.

On the other hand, it's good, healthy, outdoor exercise, and does no one any harm—a fine outlet for high spirits and youthful vigor. And if one avers the time could be better spent in more studious pursuits, he is reminded of the time that . . . well . . . never mind again.—E.A.

Dennis the Menace



THE KIDDIEGARTER TEACHER GOT SORE AN' FIRED ME!

Tshombe Affair Results in Guarded Hope That Things Are Turning Better in Congo

By PHIL NEWSOM UPI Foreign News Analyst In the topsy-turvy Congo there suddenly is guarded hope that things have taken a turn for the better.

Strangely, this turn sprang in part from an act of violence in which the central government of President Kasavubu said it had no part and which certainly came as a surprise to the United Nations command there.

That was last week's detention of Katanga President Moise Tshombe as he and his Belgian advisors sought to depart of the Coquilhatville Airport after serving an ultimatum on Kasavubu and other Congolese leaders to end their cooperation with the United Nations.

Ostensibly, the handful of Congolese troops who seized Tshombe were acting on their own and were demanding that he end his differences with the other leaders.

Be that as it may, both the Congolese leaders and the U.N. were quick to seize the advantage offered them.

The UN announced the arrest of Tshombe's six Belgian advisors and bundled them off to Leopoldville for "interrogation" and likely deportation.

Kasavubu and the Congolese leaders remaining at the Coquilhatville conference reaffirmed their policy of cooperation with the UN, and asked that all military forces not under the control of the chief of state be disbanded.

It also was announced that Tshombe would not be allowed to return to Katanga but would be held in Leopoldville indefinitely.

With Tshombe curbed at least momentarily, there remained at least one other powerful factor with which Kasavubu and his central government must deal. That was the Stanleyville regime of Communist-backed Antoine Gizenga.

There has been growing confidence of late that the time has passed when Communist aid could be poured into Gizenga to the extent that he could endanger the central government, and there are signs that he now would like to reach an agreement.

Any such agreement would free the hands of the United Nations, permitting it to turn its full force on Katanga. About 1,000 Indian troops have been vegetating in Katanga and presumably would be delighted to take over the job of disarming Tshombe's private army.

The UN then also would be free to enforce its mandate demanding the departure of all Belgian military and political advisers from Katanga. UN correspondent Ray Moloney has reported from

Elizabethville, capital of Katanga, that Tshombe's position there has been weakening steadily. Despite its natural wealth, the Katanga treasury is exhausted, living costs are soaring and his mercenary army is restless.

If his Belgian advisers were to depart, Tshombe would be a king without a throne.

Strictly Personal

By Sidney J. Harris (c) General Features Corp.

AIRLINE IMPROVES GROUND SERVICE

I was pleased to read in an advertising journal that the airlines are at last coming to grips with reality. One of the nation's biggest airlines is now "grounding" its own advertising program.

By this I mean that the airline will cease emphasizing speed, schedules, and estates, and will concentrate on its ground service to the public.

"The real challenge of the jet age," proclaims the first of the new ads, "is to bring you dependability, speed and quality of service on the ground as well as in the air."

These are heartening words to a confirmed air traveler like myself. Most airline advertising has been silly, if not specious—after all, the equipment on all lines is pretty much the same, and the speeds are identical.

What distinguishes one airline from another is the quality of service the passenger receives before and after his flight—and this quality has been deplorably neglected by most lines, in favor of champagne cocktails aloft, or a thicker slice of meat in each sandwich.

Counter service is still depressingly slow and frustratingly chaotic at most airports. Delays in departure are not announced early enough—and sometimes, indeed, the counter personnel tell downright lies about the time of departure when they know better, in a cheap and desperate effort to keep passengers from switching to another line or another mode of travel.

The airline in question is now—several years late—posting customers' representatives in front of the ticket counters, to answer questions and direct passengers to the proper boarding gates. The baggage service, flight-check plan, timetables, reliability and weather reports are being beefed up, to give the customers the kind of treatment they should have had all along.

This is an overdue recognition of the fact that the flying public of the 1960s is radically different from the public of even 20 years ago, when the chief aim was to get there safely, and approximately on time. Ninety per cent of the airline complaints today center on cumbersome ground procedures, not on the trip aloft, which is usually smooth, swift and dependable.

Commercial airlines operate on certificates from the government, for air space belongs

Bengtson, against tax-dollar waste, also of a trip or two to Washington to contact the powers that be, resulting in the saving of the splendidly constructed buildings that are home to the war veterans and a saving of untold tax-dollars for other needs.

F. J. Clifford Route 2, Box 200F Central Point, Ore.

Mrs. I. S. Hatfield Route 2, Box 200C Central Point, Ore.

Indian Formula To the Editor: This quotation seems appropriate: "Daylight saving is founded on the old Indian idea of cutting off one end of the blanket and sewing it on the other end."

L. W. Kilbourn Route 2 Central Point, Ore.

Monument To the Editor: Most every time when passing by White City, we take a long look at the "million dollar monument," as it appears to us at least, that houses the war veterans. Those big brick buildings would not be there if it had not been for Lawyer Bengtson's mighty fight that he reportedly put up in saving them from the wreckers as the army officials had on scheduled to do, along with scores of other buildings.

Not being here at the time, it is not for me to be too dogmatic about all this. But those who were here tell of the time and money spent by this seemingly dedicated

to the nation as a whole. To justify these certificates, and the profitable use of public air space, the lines have an obligation to get us off the ground as swiftly and pleasantly as they set us down.

Clackamas: Three structures on Clackamas overcrossing-Park Place section, Cascade highway north of Gladstone. Also Fifth st. grading in Molalla.

Clatsop: Replace pier fenders on Lewis & Clark Bridge. Coos: Myrtle Point rd. bridge section, Myrtle Point-Coquille rd. near Myrtle Point, bridge and grading.

Curry: Burnt Hill-Brookings section, Coast highway north of Brookings, 14.5 miles paving.

Douglas: Washington ave. bridge in Roseburg over South Umpqua river.

Harney, Klamath, Deschutes and Crook: Oiling on Ochoco, Redmond-Bend, Lakeview, Burns and Fremont Highways in areas of Prineville, Bend, Wagonite and Crescent.

Jackson: Ruch-Little Applegate river section on county route 559 about 13 miles southwest of Medford, 2.81 miles paving. Also Pine st. grading and paving in Central Point, one-sixth of a mile. Also Evans Creek bridge 17 miles from town of Rogue River, 182 feet.

Lane: Goshen-Cottage Grove section, Pacific Highway six miles south of Eugene, 12.93 miles paving. Also Cottage Grove-Devine section, Pacific Highway 19 miles south of Eugene, 5 miles grading, structures. Also Row river bridge, 217 feet on Row river rd. 1.7 miles east of Cottage Grove.

Linn: "L" st. paving in Sweet Home, .55 of a mile.

Erosion Damages Great Plains Land Washington (UPI)—The Soil Conservation Service said today about 1,151,000 acres of land in the Great Plains had been damaged by wind erosion as of April 1.

This was about 312,000 acres more than the amount reported a month ago, but 24 per cent smaller than a year ago. The damage this growing season includes 865,000 acres of cropland, 257,000 acres of rangeland, and 29,000 acres of other land. The southern plains states of Colorado, Kansas, New Mexico, Oklahoma, and Texas, reported 451,000 acres damaged and the northern plains reported 700,000 acres. The northern states are Montana, Nebraska, North Dakota, South Dakota, and Wyoming.

Try and Stop Me

By BENNETT CERF

OLIVIA DE HAVILLAND tells of a famous and glamorous fellow artist from the Hollywood hills who had married well—and often—and now found it expedient to get another divorce in a hurry. Her lawyer suggested Mexico. "But I don't speak Spanish," she protested. "So what?" said the lawyer. "Whenever there's a pause, all you have to do is say 'si, si.'"

When the star appeared in court, the population of the tiny border town attended. There was much emoting and the star said, "si, si," very firmly on numerous occasions. Suddenly the crowd gave a great cheer. "Well, I guess I'm divorced," she said complacently. "Divorced, my eyes," cried her perspiring attorney. "You've just married the mayor!"

There sat a classroom full of bright-eyed Vassar sophomores, the new fashions revealing cute dimples in their knees. A puritanical visiting lecturer from Boston eyed the girls and murmured, "What, oh what, will the styles be up to next?"

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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

May 3, 1951 (Thursday) A 16-year-old Jacksonville High school student was killed instantly this morning when a car she was driving left the Applegate valley road and overturned; she was a princess in last summer's Jacksonville Gold Rush jubilee.

The county courthouse will be closed Friday during the funeral of C. R. Bowman, county superintendent of schools, who died Tuesday.

20 YEARS AGO

May 3, 1931 (Saturday) A dietician has been added to the staff at Community hospital. From Arthur Perry's "Ye Smudge Pot" column: "Quite a few have the 3-day measles. The 3-day measles are like the 4-minute speech of the patriots. Both forget to quit on time."

30 YEARS AGO

May 3, 1931 (Sunday) A crew of 20 has been busy since the April 22 windstorm repairing forest telephone lines. Following approval of a new site for the courthouse by the voters of Medford, the county court has resumed studied of design and space requirements.

40 YEARS AGO

May 3, 1921 (Tuesday) An airplane will be used here during the summer to help spot forest fires. A contract for \$1,800 has been let for a small addition to the rear of the county courthouse in Jacksonville.

50 YEARS AGO

May 3, 1911 (Wednesday) The county court plans to abolish an existing toll road over the Siskiyou by condemnation and make it into a county road. The Medford post office is currently handling an average of 12,000 pieces of mail daily.

What's Your I.Q.?

Nine or ten correct is superior; seven or eight is excellent; five or six is good.

- 1. Which vitamin is important in the prevention of scurvy? 2. A half-wild horse of the South west plains is called a m—g? 3. Who has been called the Immortal Bard? 4. According to the Bible, whose father was Jesse? 5. What is the antonym of accidental? 6. What is the short name applied to B.P.O.E.? 7. Which flowering plant has been called "The Queen of Flowers"? 8. Name the capital of El Salvador. 9. Georgetown University is in which city? 10. The rank of a Captain in the Army is equivalent to that of a Captain in the Navy; true or false? Answers: 1. Vitamin C. 2. Mustang. 3. William Shakespeare. 4. David's father. 5. Oriental. 6. Elks. 7. Rose. 8. San Salvador. 9. Washington, D.C. 10. False.