

Enrollments, Financing Are Among Problems of Education

By EARL H. ADAMS
Mail Tribune City Editor
(Eighth in A Series)

The basic problem facing education today is really a complex one.

How to provide a quality education to an ever-increasing number of students on all grade levels in expanded plant facilities without supporting taxes being increased to a point of excessive burdensomeness.

This problem is perhaps more in focus today than at any other time in history.

The post-war baby crop is entering high school, and each year more high school graduates continue to a college or university.

Arthur S. Flemming, president of the University of Oregon, said the immediate problem "can be documented by the simple process of counting the number of students in the public schools and estimating the number who will go on to higher education."

The same is true at Oregon State University, Cor-

vallis, and at Southern Oregon college, Ashland, and at high schools throughout the state, including those in Jackson county.

In the state supported schools of higher education this year there are 31,812 students, a 10.2 per cent increase over the 28,960 enrolled last year. Increases at the nine colleges and universities range from .7 per cent at Oregon Technical Institute in Klamath Falls to 26.5 per cent at Southern Oregon college.

The University of Oregon has 9,600 students this year, and Oregon State university has passed the 10,000 mark.

Flemming said the university in 10 years from now, "taking into account the greatly increased enrollments in community colleges, we expect a full-time equivalent of 16,551 students. This is approximately double the number of students we now have."

Present Equivalent

The 9,600 students now enrolled at the university represents a full-time equivalent of 6,632 students, he said.

Flemming noted that communities of Oregon have been able to accommodate this increased enrollment year by year for the past 15 years, but "because of the increased birthrate after the war (there will be) great numbers... enter our doors in a very short period of time."

This same enrollment problem faces, and will con-

tinue to face, elementary and secondary schools.

Enrollment in the 17 schools in the Medford district increased 3 per cent over last year; it has increased on an average of about 4 per cent for the past several years, and indications are the rate of growth will be about the same, or a little greater in the future.

High School Enrollment

Enrollment in Medford High school this year increased 17 per cent from 1,585 to 1,860. This has created crowded conditions, and some inconvenience for students and teachers.

Other high schools in Jackson county are experiencing similar conditions, and each year that enrollment increases, so do some of the problems of providing adequately qualified teachers, classroom space to avoid overcrowding, and providing for an expanded curricula to offer the larger number of students.

In addition to creating

problems of teacher shortages, classroom shortages, and of how to provide the curricula demanded in a more complex society, increased enrollments create a major problem in financing.

Public school districts each year face increased budgets, resulting usually in increased levies. If more classrooms are needed, an additional levy is usually sought through bond issues, boosting an already high property tax.

Financing Problem

A financing problem also exists on the state institution of higher education level. Every two years, the legislature is asked to increase funds for higher education, and every two years the problem of where the funds will come from becomes more acute. Bonds have been issued to finance construction of living quarters for college students, but the money for general operation of colleges and universities comes from gen-

eral revenues, mostly state income taxes.

The next legislature probably will be asked not only to increase funds for higher education but also to increase state support of public schools to help take the burden off property taxes. Legislators will have to determine how the state's students are going to be educated.

But financing is not the only problem facing education. There are others, and these will be reviewed in the last of this series.

Bar Association Presents Court An Award Plaque

Medford Attorney William Kellington, representing the American Bar Association, this morning presented an honorable mention award from the association to Medford's municipal court.

Medford Mayor John W. Snider accepted the plaque on behalf of the city and the municipal court.

Kellington said the award was a result of the annual traffic safety inventory, which this year won the city two other awards. They were presented to the city about a month ago by Gov. Mark O. Hatfield.

Medford's inventory, along with ones from 467 other cities, was evaluated by the American Bar association traffic court program. Medford scored within the top 2 per cent of participating cities, Kellington said.

Work To Improve

"This award was won because Medford's municipal court has continually worked to improve itself," Kellington said, "not because it was excellent to begin with."

He pointed out that traffic cases are now handled separately from other cases, that there is a "complete lack of ticket-fixing," and that lawyers have been appointed to the municipal court bench.

Observers at the ceremony included District Court Judge Loren L. Sawyer, Circuit Court Judges James M. Main and Edward C. Kelly, Police Chief Charles P. Champlin and Captain Clyde Fichtner. Former Municipal Court Judge Ronald Ricketts and present Municipal Court Judge Joseph Fliegel Jr., also were present at the ceremony in city hall.

Steelhead Measure Taken Off Ballot

Salem—UPI—The Oregon Supreme court today tossed the steelhead initiative measure off the Oregon November ballot. It would have curtailed commercial fishing on the Columbia river and made steelhead a game fish.

It was ballot measure No. 8. This leaves a total of nine measures on next month's ballot.

The decision was 6-1, with Justice Kenneth O'Connell dissenting.

The majority opinion, written by Justice Alfred T. Goodwin, held that 34,000 signatures collected under a faulty ballot title could not be counted. That left only 20,000 valid signatures on the initiative petition—not enough to get it on the ballot.

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On the Air

By ELEANOR WIESE

The swindles, fraud and thievery that surround the interstate highway program will be probed by David Brinkley in a full-hour news special Saturday at 7:30 p.m. on KMED-TV.

Brinkley says the nation's highway projects are costing some \$41 billion, with a large amount finding its way into the pockets of highway officials, contractors, inspectors and others.

The program is titled "The Great Highway Robbery" and will serve as the new season's premier edition of "David Brinkley's Journal."

"Wherever problems have looked, they've found scandals, irregularities, fraud and thieving," Brinkley says.

"Thirty-one states have been investigated either by state legislative committees, the FBI, the government account office or the Congressional investigating committee headed by Rep. John A. Blatnick (D., Minn.)."

The show was filmed in New Mexico, Oklahoma and Florida. The film crews found roads built to "nowhere," new highways falling apart because of cheating on specifications, dishonest appraisals of right-of-way properties, payola, falsified records, shakedowns and numerous shenanigans.

The crews also repeatedly ran into opposition and obstacles. In Florida, one contractor threatened to "run Brinkley off the air" unless the program was dropped.

In Oklahoma, a highway official who had testified to wrongdoing before the Blatnick committee and was still on the job, ordered highway employees not to talk.

Brinkley says no one can estimate precisely how many billions of tax dollars are involved in highway scandals across the country. "But we show that kited and phantom appraisals in right-of-way alone will raise the cost of our highway program by at least two billion dollars. And some investigators estimate

that on the 41,000 mile interstate highway system, taxpayers are being swindled to the tune of \$4,000 a mile."

(Editor's note: It was this program that alleged improprieties in the Oregon highway construction program, which were strongly denied by State Highway Engineer Forrest Cooper last week. It has been pointed out that the Oregon highway program is among the cleanest in the nation, and that Oregon stands No. 1 in percentage of interstate highway work completed of all the states. The allegation of impropriety apparently was based on a misinterpretation of a report of some years ago.)

Norfolk, Va. —UPI—The nuclear powered aircraft carrier Enterprise returned Thursday from a two-month tour of duty in the Mediterranean with the U. S. Sixth Fleet. The vessel will undergo maintenance, then join the Navy's Atlantic Fleet.

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GREETING MOTHER—California incumbent candidate Edmund G. (Pat) Brown kisses his mother, Mrs. Ida Brown, on his arrival at a dinner in his honor in San Francisco. In a later speech Brown charged the Richard M. Nixon, his opponent, seeks "one-man" rule in California. (UPI)

Planning Group Approves Variance To Sign Provisions

The Medford planning commission last night approved requests from Standard Oil company for variances to sign provisions in limited commercial zones in Medford.

The variances were sought to enable the company to erect a 36-foot sign at a station located on the north side of Crater Lake highway and a 50-foot sign at a proposed station to be situated on the east side of Biddle rd. opposite the interchange for Interstate 5 freeway.

Hal Edwards, representing Standard Oil company, told the commission his firm wants the sign on Crater Lake highway to be "eye-level" to traffic approaching Medford from the east, and that it should be visible to motorists for about one-quarter mile before they reach the station.

"This is what the public wants," Edwards assured the commission, "quick identification of a sign, so they will have time to slow their cars to make the turnoff."

The vote on the Crater Lake highway sign variance was 6 to 1, with Commissioner Larry Horton voting in opposition to the request.

With reference to the Biddle rd. station, Edwards argued that the sign had to be 50 feet high in order for it to be visible to freeway traffic over the top of the International Harvester company building, which is adjacent to the station site.

"This will be a \$65,000 station," Edwards said, "and will employ six men during the winter and between 12 and 14 during the summer months."

Edwards said his firm expects more than 300,000 transient vehicles to pass through Medford next year on the freeway.

"This city is a natural midpoint between San Francisco and Portland or Seattle," he said, "but the signs have to be visible to them in order to get them to stop in Medford. If they miss the off-ramp, though, they're gone."

Commissioner Walter Higgins expressed concern that the "entrance" to our city is going to be a hodge-podge of signs," but the group voted 4 to 3 to approve the variance request.

The matters will now go before the city council for final action.

Small Worlds Around Us

By LYNN M. WATKINS

(Register and Tribune Syndicate 1962)

Like the true, human gypsy whose origin was probably India, but whose wanderings traversed all of Europe, and who later pursued their nomadic life over America a few years ago, the moth named for them, the Gypsy moth, arrived from Europe a few decades ago, and proved to be an undesirable citizen.

The true Gypsy has just about disappeared from the rural scene, or has been absorbed by a superior culture but, in one section at least of the U. S., the moth named after them is still in evidence.

The word Gypsy, for a moth in this instance was well taken, and until a strict quarantine was enforced against the insect's movements, it threatened to populate every area with its obnoxious presence. The Gypsy moth adopted a clever method of expansion, traveling great distances with little or no effort on its part.

The larva of the gypsy moth would suspend itself from a tree limb, or the overhead beams of a bridge and drop down on a passing truck, wagon, or train that passed underneath. In this way they could be carried to distant points to develop and later lay eggs, populating areas never before known to be occupied by Gypsy moths.

The female Gypsy moth, willing to lay her eggs on tree trunks, boxcars, bridges, or buildings, might be lucky enough to place a cluster on a carrier of one sort or another that would later carry them to a distant town, or even state. This usually occurred the following spring as the eggs held over during the winter.

The following spring the young larva would emerge; immediately they would begin eating the leaves of the nearest trees and shrubs.

Because of this nomadic tendency, quarantine lines were established. They have been in force for many years

and have pretty well contained the ypsy moth to a restricted area.

The peculiar flight of the adult Gypsy moth is a pretty accurate mark of identification; the flight of the male is a crazy zigzag pattern; he never seems able to straighten up and fly right.

The female is very reluctant to fly; at best she merely blunders along near the ground. Both male and female moths are nearly covered with hair. The antennae of the male is a comb-like structure, almost like the tip end of a bird's feather. The little used wings of the female are a dirty white, spotted with black spots.

She is willing to plaster her cluster of rust-colored eggs on any available support. Even the egg cluster of the Gypsy moth contains numerous hairs from the female's body.

The larvae that hatch from these egg clusters, eat and grow until they may be two inches in length. Their bodies are also hair-covered, and the hairs are barbed, causing pain and swelling if the caterpillar is carelessly handled.

Today's Gypsies are mostly moth-creatures whose nomadic travels are pretty well restricted to only local areas, but always they are watchful, always there is a possibility that they will escape their bounds and resume their destructive travels.

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