

WAIT FOR SKIERS—This collection of ski gear at Heavenly Valley, Calif., seems to be holding an animated conversation atop the ski lift at the Sierra ski area while waiting for skiers. The snow depths this year are building up and the season is well under way in contrast to last year's late and short season which saw many resorts closing due to lack of the white stuff. Lake Tahoe is seen in the background. (UPI)

Airport Expansion Discussed by City Chamber Officials

"This exchange of ideas should lead to definite plans for the improvement of the airport," Mayor James Dunlevy stated following a special Medford Chamber of Commerce luncheon Thursday.

Ned E. Nelson, district airport engineer for the Federal Aviation Agency from Seattle and two officials from the Oregon State Board of Aeronautics in Salem, Robert Dunn, director, and Glenn A. Plymate, supervisor of airports, spoke with the group.

The 40-member audience included Medford city councilmen, local businessmen, and Chamber members.

The meeting had two purposes — to explore the length requirements for the main runway at the airport, and to discuss the possibility of establishing the airport on a broader financial base. The airport is now owned and operated by the City of Medford.

The 5,419-foot runway is now substandard for the air traffic that uses the airport. To meet Federal recommendations, it should be at least 6,100 feet in length.

A 700-foot extension would cost approximately \$1 1/2 million, City Manager Robert Duff estimated. To this must be added an estimated \$60,000 for land acquisition. The federal government would finance 55 per cent of the cost if minimum specifications were met, it was noted.

Nelson discussed the runway length. He used as his basis a five-year projection, which can only be an estimate, he said, for many changes are taking place. Consideration must be given to the projected size of aircraft that will use the facility.

The possibility of sharing ownership and operation costs with other cities such as Grants Pass, or as a city-county project, or the founding of a port agency, were discussed at some length. Citizens of Medford are not the only users of the air facility, it was pointed out, so financial assistance from another agency or means within the valley can be justified.

Dunn cited several examples of ways of financing that have been tried on the West Coast. He pointed out the inadvisability of placing it within the city tax structure with monies collected from taxes marked only for an airport.

The Medford airport is among the four busiest fields in the state, it was noted. The other three are the airports in Portland, Eugene and Pendleton. Dunn said increased use of all four is anticipated.

With the prospect of a busy future for the Medford Airport, the group agreed that something must be done, and plans formulated to keep the airport abreast of the growing needs of the Rogue Valley.

Court Records

MEDFORD MUNICIPAL COURT
Edward Mac Albright, disobeyed traffic signal, \$10.
Lawrence Monroe Rose, violation of basic rule, \$10.
George Desell Boldway, violation of basic rule, \$25.
Lawrence Todd Holman Jr., disobeyed stop sign, \$10.
Lillie Bechtolt Hoover, violation of basic rule, \$25.
Edward Keith Frenick, violation of basic rule, \$10.
Clayton Douglas Batten, expired vehicle license, \$5.
Louis Robert Eck, defective muffler, \$15.
Alma Gould Meyer, disobeyed stop sign, \$10.
Donald James Ross, no driver's license in possession, \$5.
Donald Dee Wallace, violation of basic rule, \$10.
Donald Leslie Hirschy, violation of basic rule, \$17.50.
Bradley Danne Frazier, violation of basic rule, \$17.50.
Arline Gene McCormick, no visible vehicle registration, \$5.

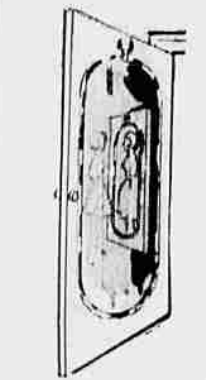
DISTRICT COURT
William Thomas Potter, exceeding designated weight, \$10.
Clint Lunsford Jr., no lights, \$5.
Charles Conrad Sopher, violation of basic rule, \$10.
Dennis Eugene Bourn, no horn, \$2.50.
Maynard Kieth Ellis, overload, \$250.
Gary Eugene Krouse, refusal to weigh, \$100.
Albert Robert Johnson, improper passing, \$10.
Hollis W. Hatten, overload, \$14.
Norman Robert Mallon, no horn, \$10.
Hilda Lela Vargo, violation of basic rule, \$25.
Tommy Wilson Gilinsky, no vehicle license, \$5.
Joe Harry Cooper, truck speeding, \$10.
Richard C. Wood, failure to stop, \$25.

CIRCUIT COURT
Leona Jean Anderson vs. Hallett H. Anderson, divorce complaint.
Norman D. Whisenant vs. Carol Ann Whisenant, divorce complaint.

MARRIAGE LICENSE APPLICATIONS
John Walter McLoughlin, Bloomfield, N.J., and Medford, and Sylvia Dee Ann Baker, 634 Ferry Road, Grants Pass.
Raymond Lawrence Shafer, 455 S. Mountain Ave., Ashland, and Margaret Louise Vance, 448 Helman St., Ashland.

NOTICE:
Effective November 16 our White City office is open 9 a.m. to 5:30 p.m. Tuesday thru Saturday. **CLOSED MONDAYS.**
Crater Finance
Casade Shopping Center
White City—826-2721

★ WINNER!



of a beautiful full length door mirror from Padgham Glass Company's fabulous open house was: **H. L. Henderson** Rt. 2 Box, 1-H Jacksonville, Ore. Ticket No. 044426

For: Christmas Mirrors For: Mom SEE: **PADGHAM GLASS CO.** 1309 Court Medford

Small Worlds Around Us

By LYNN M. WATKINS (Register and Tribune Syndicate 1963)

Ants Worked Hard But Looked Pretty Dumb
"I've been watching them," reports a man whose leisure time lately has been devoted to the observation of ants in his yard, "and I've come to the conclusion they are not so bright; if they were they would have saved themselves a lot of leg work in dealing with what was the hard, inedible parts of a large grasshopper they had carried up a tree trunk.

"The ants had just about knocked themselves silly carry-

ing the dead hopper up the sloping trunk of the tree. There were at least 30 or 40 of them, all pushing, shoving and pulling. The hopper-body would get stuck in a bark crevice; this would bring the whole business to a stop. Some of the ants would be pulling on one end, while the others were pulling against them. After a great deal of back-breaking work they would get the carcass dislodged and begin again the long, uphill climb.

"I could see what they were aiming at, a hole in the tree trunk about 10 feet above the ground. There were several hundred other ants going and coming out of the hole. They paid no attention to the working party pulling on the dead hopper. Neither did any member of the push-pull gang notice the hurrying members of the coming-and-going group.

"I'll grudgingly admit there did seem to be some sort of understanding between the pushers and pullers and the comers and goers. Each to his own line of work, it appeared.

"Those coming down the tree trunk empty-jawed, would often have to detour around the push-pull boys, they never interfered with them, always giving them plenty of leeway.

"The push-pull group finally made it, they succeeded in getting the hopper right up to the entrance of the ant-hole. Here again they showed how dumb they really are, for the carcass was too big to go in the small hole. Had they been as smart as they are supposed to be they would have known that a three-inch body would not go into a quarter inch hole.

"But they tried. They made perfect fools of themselves, even blocked the entrance way several times so the comers and goers couldn't come or go.

"Too, the pushers interfered with the pullers, seemingly they couldn't get together or coordinate their efforts, so they pushed the dead hopper around in aimless circles. Once the heavy hopper body rolled over, pinning an ant underneath. With an accident-will-happen attitude the others kept on the silly pushing and hauling. The injured ant limped away. Good enough for him, I thought, he should have pulled instead of pushing.

"As if by mutual agreement they finally began biting pieces from the big hopper and carrying them inside the hole. This seemed to be work they liked. They took the hopper apart in but a few minutes. Then, apparently the same bunch displayed their dumbness again. They began pushing and pulling, dragging the skeleton of the hopper down the tree trunk.

"It took the ants as long to pull it down as it had taken to lug it up. They even fell into the same crevices, and again, some pulled when they should have pushed, or pushed when they should have pulled. One very wise ant rode the skeleton down; he never lifted a leg to help. Once on the ground they all dropped the skeleton like it was hot.

"Now if they had been bright at all they would have just pushed what was left of the hopper off the tree trunk, and saved themselves all that work. Don't tell me ants are smart," finished the man that watched the ants.

Your Money's Worth

By SYLVIA PORTER Copyright, Hall Syndicate, Inc.

FINANCING THE DEFICIT IS KEY TO INFLATION
While President Johnson's no-kidding drive for a tight budget is impressive and is virtually assuring passage of the tax reduction bill within 90 days, the hard budget facts still are:

The new budget will be at a peak for war or peace; the Treasury will become a huge borrower in the last half of 1964 to finance another multi-billion dollar deficit; the national debt will climb to a new high; the legal ceiling on the debt will be raised again.

Nothing Congress will do will change these four facts. The heart of the budget story lies then in this one question and answer.

Q: Will the fact that the budget will be splattered with red ink at a time when taxes are being slashed and the economy is in a strong rise set off a new round of inflationary price increases, thereby sharply undermine your dollar's buying power and its stability abroad?

A: This will be determined by the extent to which the cash to cover the deficit is borrowed outside the U.S. banking system and by whether interest rates are high enough to encourage foreign owners of dollars to keep their funds invested in this country.

This may seem forbidding financial baffle, but you must not duck the explanation, for upon the answer will depend no less than the value of the dollar you earn and save, the cost of all goods and services you buy, the very survival of today's economic system.

In the simplest terms I can manage, here is the explanation:

(1) When the Treasury borrows money to finance a deficit from non-bank investors — individual savers, U.S. corporations, foreign investors — it controls the inflationary pressures implicit in the fact that it is pouring many more billions into our economy than it is taking out in taxes. This is because the Treasury is tapping the nation's savings, and obviously savings invested in U.S. securities aren't available for spending and, therefore, don't put extraordinary pressures on prices.

All you need to do is think of what happens when you invest in a \$25 U.S. savings bond. As long as you hold that bond, you don't have the cash to spend on things. As it is with you, so it is with the giant investors who buy billions of the U.S. Government's IOUs.

Also, when the level of short-term interest rates in the U.S. is high enough to attract buying of our government's securities by foreign owners of dollars, they keep their money invested here. They are not tempted to demand gold in exchange for their dollar balances, and thus the stability of our dollar is not endangered.

(2) But when the Treasury borrows money to finance a deficit from the U.S. banking system, it "creates" new money which lays the base for inflationary price rises. This is because banks just place a deposit in the Treasury's name on their books when they buy new Treasury obligation and the banks put up only a fraction of their own funds to finance their purchase. As the Treasury spends the money in its deposit account, the newly created cash flows into the hands of Americans from coast to coast and pushes against the available supply of goods and services.

Also, when this extra money floods into the economy, it naturally tends to hold down interest rates. The combination of low interest rates and price increases encourages foreign owners of our dollars to take their money home, drain our gold supply, and this endangers the stability of our dollar.

In recent years the Treasury has financed our vast deficits primarily outside the U.S. banking system. The Federal Reserve has permitted interest rates to rise and foreign owners of dollars are now keeping their money invested here. Despite our budget deficits, inflation has been curbed and the outflow of our gold has dwindled.

Now will come the great test of 1964-65 — a budget deficit, a massive tax cut, a strong economy. Can we still control inflation and the gold outflow?

The dangers will be real, but "I think we can do it," says Reserve Board Chairman Martin, and the White House agrees that whatever steps are necessary to achieve this must be taken. It means:

The Treasury will tailor its IOUs to attract non-bank investors here and abroad and the Federal Reserve will keep the lid on the money supply.

Interest rates are on the way up.

Give the magnificent gift of year 'round listening pleasure

Magnavox RADIOS

... with all the extra quality, performance and dependability you get only from Magnavox!

TINY POCKET RADIO WITH ROOM-FILLING SOUND—the ideal gift for anyone! Six transistors, several jewel-like colors. Gift-Boxed complete with battery, earphone and leather carrying case. Model 2-AM60. **ONLY \$13.95**

BEAUTIFUL PERSONAL RADIO IN LUXURIOUS LEATHER—performs brilliantly where others fail. Eight transistors, 2 diodes plus 1 thermistor. In rich Black or Brown. Gift-Boxed with earphone and long-life batteries. Model AM 82. **ONLY \$29.95**

JEWEL-LIKE CLOCK RADIO that lets you awake to music or alarm or lulls you to sleep. Adds decorative beauty to any room—a wonderful gift! Wide selection of rich, two-tone colors. Model C-3. **ONLY \$24.95**

GIVE THE RICH BEAUTY OF FM MUSIC as well as superb AM reception. Instant push-button band selection, tone control and 6" oval high fidelity speaker. Elegant acoustical wood case is finished in Walnut. Model FM-45. **ONLY \$59.95**

Come in and see our wide selection of finer, more dependable Magnavox Radios. FM/AM models from only \$49.95

OPEN TONITE TILL 9 P.M.

Direct Factory Dealer

Purucker music house

111 North Central Phone 773-7538

Your Home Entertainment Center



Some people think it never needs service.

It's easy to get that impression. How many other makes have been driven 60,000 miles with the original pistons and cylinders intact? How many ordinarily get 40,000 miles on the same tires?

That doesn't mean the Volkswagen never needs service. It does.

To get the most out of it, have your VW serviced regularly. We call it preventive maintenance. We'll give you a book on preventive maintenance for the first 30,000 miles you drive. And every 30,000 miles after that.

In the book for new VW's, for instance, coupons start you off with two free maintenance services. One at 300 miles. One at 3,000 miles. After that, the coupons remind you to bring your VW in for specified services at regular intervals. It's the best way to keep your VW in top shape.

Service is so important that Volkswagen won't sell cars where they can't be properly handled. By factory-trained mechanics. Like ours.

Parts are economical and quickly installed.

There isn't a Volkswagen made that you can't get parts for easily. Most are interchangeable from year to year. You can have a 1963 fender put on your '68 model with 10 bolts. It fits perfectly!

We pride ourselves on this fact. Our service is as good as the car. Ask anybody.

MORSE MOTORS 6th and Ivy Phone 772-7155



BE SANTA THIS CHRISTMAS GIVE MERCY FLIGHTS Subscriptions!

The gift that's deductible. Give a Mercy Flights family subscription (\$6). It shows that you really care. If the recipient already has a subscription, we'll extend it, and send YOU the renewed subscriber card for gift mailing. Use the blank below to subscribe for yourself—or to order a gift subscription.

PLEASE PRINT

Your Name

Address

Gift subscription made out to:

Name

Address

Mail with \$6.00 Check to: Mercy Flights, Box 522, Medford, Ore.

COURTESY MEDFORD MAIL TRIBUNE

NOTICE
To all of our customers!
Garbage scheduled to be picked up Dec. 25 (Christmas Day) will be picked up Monday or Tuesday (Dec. 23-24) instead. There will be no Christmas Day pickup.
CITY SANITARY SERVICE.