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Editor and Proprietor

EDITORIALS

AMERICA AT THE CROSSROADS

What the future holds in store for America will largely be determined by America itself.

It goes without saying that the people of the Nation want that future to be happy and prosperous. But from most outward indications they are trying hard not to make it so. Labor and management engage in bitter disputes while strikes hamstring economic recovery. Meanwhile the public stands by, hardly lifting a voice in protest, certainly without exercising its tremendous influence which would speedily force a settlement in the industrial warfare.

What America really needs today is a dose of the spirit which lifted the Nation out of the depths of disaster four years ago and carried it to victory. That spirit, it will be remembered, was one of cooperation between all elements of our national life. It inspired great effort, it caused us to cast aside our soft ways of living and get down to hard work. Some persons might say, "That's all very good, but now the war has been won and we're entitled to a rest." It seems to us that the principal thing the country has been doing since V-J Day is rest. Now it's time to get back on the job. Yes, the war has been won, but we've got to win the peace, too. And that calls for the same energy and effort which brought military victory.

Today America stands at the crossroads. The signposts are plain. One road—the road of industrial strife and public indifference—leads to depression. The other road—the path of cooperation and hard work—will bring us to prosperity. Which way, America?

Job Seeking Veterans To Find Jobs Scarce

A serious employment problem confronts Oregon's home ward-bound GI Joes this winter and from present indications the situation is not likely to improve for another two or three months. This was disclosed today in an analysis made by

Hugh E. Rosson, director of the department of veterans' affairs.

Selective service, U.S. employment service and state unemployment compensation commission officials were queried in an attempt to get an over-all picture of the employment situation as it affected the 65,000-odd Oregon veterans who have been discharged, and the estimated 20,000-plus who will be coming home in January and February.

No estimate of the number of unemployed veterans can be made until February because figures from local USES offices throughout the state are not yet in. Besides, many veterans either have not yet filed job applications with the USES, or have found employment on their own, or plan to do so.

However, the facts are these:

1. Selective service reported 61,270 servicemen discharged as of Jan. 1, with 14,000 estimated discharges in January, or about the same as December, with a tapering-off in February to about eight to 10,000. On Jan. 1, there were 76,705 Oregon men still in service. These figures do not include service-women.

2. The unemployment compensation commission reported that of returned servicemen, about 14,000 have filed claims for their GI readjustment allowance benefits, and are filing at an increasing rate. A total of 5408 checks amounting to \$197,573 was paid out for the week ending Jan. 5, the highest yet, and this figure also is growing weekly.

3. The USES had a total of 78,688 calls in their offices throughout the state in the past three months by veterans applying for jobs, filing claims, and seeking information on related subjects. Many were repeat calls.

4. A total of 12,445 veterans were referred to job openings in the last three months, and of these, 5168 were placed on jobs, as verified by USES.

Veterans' employment officials said job conditions are serious and will not improve at least until April. This is due partly to seasonal weather conditions causing shut-downs in logging and lumber industries and on farms, and in great measure also to the following factors:

1. From 60 to 80 percent of returning veterans never had steady jobs before they went into service and are unskilled, while about 80 to 90 percent of available jobs call for skilled workers.

2. The GI apprenticeship training program is not providing as many jobs as it should, largely because of lack of information on the part of both employers and the veteran. On-the-job training, Rosson pointed out, is a splendid feature of the GI bill because it offers unskilled veterans positions with good pay, at the same time insuring advancement because it gives them the training they lack.

Many federal, state and local government construction projects will not get under way at least until spring, and some not until months later. While eventually these will employ thousands of veterans, the great employment need is now, according to USES officials, and the only answer they see is for private industry to absorb as much of the load as possible at this time.

Pacific Fruit Express To Add 2,000 New Cars

Purchase of 2,000 new railroad refrigerator cars at a cost of about \$12,000,000 has been authorized for Pacific Fruit Express Company by its joint owners, Southern Pacific and Union Pacific railroads, it was announced yesterday.

The new cars will have latest devices to make them the most modern cars of their type in the world, according to K. V. Plumer, vice president and general manager of Pacific Fruit Express.

Last year, despite car builders' difficulties, the company obtained delivery of 1,000 new cars, costing \$5,296,000, to help haul an all-time record volume of perishables. This all-time volume is expected to be approximated again in 1946. Hope is that most of the 2,000 additional cars will be delivered in time to help speed the next fall and winter crops to market.

Refrigerator cars of the nation have been pooled in an endeavor to bring about equitable distribution among all shippers. The total number of these cars available in the pool has declined 2,756 since Pearl Harbor, because many old cars wore out in wartime traffic, but the Pacific

Fruit Express company, operating the world's largest refrigerator fleet, has more than maintained its contribution to the pool, it was stated. As of recent count, the P.F.E. had 36,528 serviceable cars in the pool compared with 36,201 shortly after Pearl Harbor.

Dale Kilburn writes that he is well pleased with his life in the navy and is hoping to study motor mechanics.

FIVE YEARS AGO THIS WEEK

Word was received from Mrs. John Townsend of Burley, Idaho, that Mr. Townsend was attending a telephone school at Seattle.

New scoreboard, furnished by Fuhner's Bakery, is now ready for use.

Work has been started on redecorating the Church of Christ. Mr. and Mrs. Harvey Leavitt and daughter of Minneapolis stopped

Wednesday afternoon for a short visit with Mr. and Mrs. A. E. Powell whom Mr. Leavitt had not seen for about 30 years. Mr. Leavitt is Mr. Powell's nephew.

Billy McManama is helping out in The American office.

TEN YEARS AGO

Mr. and Mrs. Sanford J. Richardson, accompanied by Mr. and Mrs. Gordon Turner and Mr. Albert Clark of Medford, attended the Ashland Radio Club dance Tuesday evening.

Mrs. Minnick has been confined to bed with bronchial trouble for the past week.

Mr. and Mrs. Roy Kelly and children and Mr. and Mrs. Hulbert Smith

of Eagle Point, were dinner guests of Mr. and Mrs. Truman Brenner Sunday.

Mr. and Mrs. Alfred Middle have completed their new home Grants Pass.

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