

Southern Oregon Miner

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"THE TRUTH WILL SET YOU FREE"

WE SHOULD BACK OUR PROTECTORS!

A few days ago two young men were hailed into the Ashland justice court after being transferred here from the Medford district on a charge of assaulting a state police officer.

The brief brought out the fact that one man had held the officer while his brother struck him in the face. The state policeman, unfortunately, was employed in the game department, which is not one of the more popular chores, especially in rural areas where certain types of persons hunt when they choose rather than when the law permits.

Now, ordinarily, if you were to walk up to an officer and punch him in the nose while a comrade held your victim, you'd expect rather stern treatment, for there is something more involved than bodily attack because the man wears the uniform of authority.

Whether state police working in the game department are popular or not is beside the point when it comes to disciplining those who abuse the law. The officer does not write the statutes; he enforces them, or makes a reasonable effort in that direction. When two men engage in belligerent defiance of authority and fistic contempt for policemen, they have taken upon themselves a serious responsibility.

Yet, when the accused, who pled guilty, appeared before the Ashland justice of the peace, they apparently stirred the sympathy of that defender of the law, for their fine was set at the trivial total of \$5 and joint costs of \$4.50. You get that much for riding a bicycle on the sidewalk.

Regardless of whether the brothers had a grievance against the officer, they committed a serious offense against society when they jumped him. Because a justice of the peace likes or dislikes certain game laws is no justification for his winking at the offense and dismissing the whole affair with a trivial fine.

A judge—even a lowly justice of the peace—is supposed to be an arm of the law, a protector of our statutes and the men sent out to enforce them. When a judge capitulates to the side of the accused with the evidence of a breach undisputable, that judge displays a prejudice which obstructs his value to law and order.

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THE ONLY ROAD TO 'PROSPERITY'!

So many panaceas and cure-alls for industrial stabilization have been offered during the last few years that the folly of such efforts is obvious.

The way back to "good times" is not by government action, not by laws or pension plans or revised systems. The government can help, but that's all. The real solution of our national embarrassment lies with the individual.

Until every American—or at least a substantial majority of them—can figure out his own salvation, both financially and morally, government can do nothing but gesture and blunder in its blind effort to do what only an individual can do for himself.

When we cuss the administration, grouse at the New Deal, or Hoover, or anybody, we are getting the cart before the horse. Every last mother's son of us can look back and see where WE erred—if we will. We all can remember when times were "good" and in practically every case none of us are exempt from blame for not making the most of our opportunities.

In boom times people spend and buy and fatten themselves as though boom days were to be with them always. When things drop off, we call it a "recession" and demand that the government do something about it. We forget that if Jim Jones had laid away a part of that money he was earning a few years ago, today Jim Jones would not be losing his house and asking the relief office to help him out.

John Smith, if he hadn't bought that new car on time while he was working steady and had gotten out of debt instead, would be getting by pretty good now on his reduced income.

And so it goes, on down the line. We buy on credit

LIFE'S BYWAYS!

"H-M-V-GOODNESS! SHAME ON INDISCREET
UNCLE HENRY TO APPEAR BEFORE THE
LADIES WITHOUT A COAT—AND
MAGINE—'SUSPENDERS'!"



and pay in wrath. We put ourselves behind an economic eight-ball and cuss the administration because our follies catch up with us.

Occasionally we hear of some fellow who, losing all he had, does things the hard way. He goes without what he can't afford, works hard and trudges his way back to an honest existence without the help of relief, the WPA or pension. He works out his own salvation, builds up self respect and commands the admiration of those who know him. His has been a personal, individual triumph not dependent on government coddling.

Self reliant, industrious and level headed people are what this country needs, more than some ism or legislation to "bring things back." For, the minute that a substantial part of our people become self reliant and independent, the country is self reliant and on a steady keel.

There are people who will always provide for themselves and theirs, no matter how bad things are economically. And there are many who never see the light of economic independence regardless of business conditions. All of us with two good hands and feet, and with a will to do it, can make a living in some manner. If we all do, then automatically our unemployment problem, our national deficit and our recession have been banished.

As long as we complain, wail and wait for business or the government or some trick figure-juggling scheme to fix things up for us, we'll have bad times. What we need is a return of that good old American spirit of doing things—in a new "west" if we must.

The recession is more an individual problem than it is a national one. Certainly we need a return of "confidence," as current politicians put it. But that confidence should be in our own ability to be self-supporting, come what may.

HINDSIGHT ON SPORTS

By I TOLD YOU SO

DOWN at Grants Pass the boys are chagrined, to say the least, at the attitude of Medford Crater officials toward the Glendale-Medford mixup of two weeks ago when the teams passed one another on the highway.

According to a conversation with players and officials at Grants Pass this week, the forfeit claim by Medford is something more than unpopular, and opinion simmers down to the conclusion that the two outfits had better play off the game following regular league games, or on a week day, and forget any fancy notions about "collecting the \$25 guarantee or kick Glendale out of the league," as Crater heads boisterously demanded at the time of the confusion.

Although Medford has taken the stand that the incident is a closed affair, and prints its league standings with the forfeit as fact, no other league outfits look at it that way. Apparently Glendale has not capitulated to the Pear City demands, and it remains to be seen whether the Medford outfit is big enough to consider the welfare of the league as a whole or whether they'll carry out their belligerence to the fighting point.

It would be so much nicer, for both Medford and Glendale and the Southern Oregon league if the boys down there admitted that the mess was an unfortunate ball-up, and volunteered to play off the game at some convenient time. There is considerable reason to believe that Medford has some responsibility in the jumble, for the Lithians had been playing by the same schedule all season which di-

rected that Glendale play in Medford on the disputed day.

When it comes to physical prowess, Ashland's Cliff McLean is the most adept individual ever to hit these parts in many a moon. In fact, even since the days before Volstead invented moon.

Just recently McLean started to pitch softball, and Monday night he helped out a short-handed crew of Miners at Grants Pass by starting at shortstop and finishing up on the mound when the all-stars of that city started shelling Leavens. Chief, as he is more affectionately known, went in there with the fastest underhand pitch seen in southern Oregon, and the Redskin knew where it was going, every time, even if the "Pass batters didn't.

When you can throw a softball so hard (and not via windmill) that good hitters are standing in the bucket, with their hip pockets level with their ears, and swing like they were fighting a nest of rattlesnakes with a willow switch, you've really got something.

And McLean had something. He went in with none away, the bases loaded and plenty of dynamite already capped and fused. But he made duds out of 'em, and was quick about it.

An outstanding basketball player, a good football star, the league's best baseball catcher, a flash in the infield and a holy terror in the outfield, Cliff rounds out his athletic day by being one whirling dervish of a pitcher.

If it can be done with arms and legs, McLean can do it, and how!

A number of people have misunderstood Cliff's motives in playing both baseball and softball in Medford this season. McLean needed a job and, with nothing much in sight in Ashland for the summer, he went to work in Medford, where his athletic ability was rewarded with almost steady employment and good pay. To be loyal to one's home town is a fine thing, but when it

What's the Answer?

By EDWARD FINCH



WHY DO THINGS SEEM TO WHIRL ROUND AND ROUND WHEN WE ARE DIZZY?

THERE is a small organ located in the back of the head which is responsible for our sense of balance. When this organ becomes diseased or disturbed it can no longer contribute balance to the brain and we are conscious of being dizzy. During the dizzy spell the eyes cannot respond to the command of the brain. One focuses on one object and the second on another at the same time, causing the brain to see two pictures. The result is the confusion which we call dizziness.

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FACTS FOR DRIVERS

By EARL SNELL
Secretary of State

WHAT ARE SOME HELPFUL FACTS ABOUT AUTOMOBILE TIRES AND THEIR CARE AND USE?

This country has been called a nation on wheels, but "a nation on rubber tires" might be a more accurate designation. When one considers that virtually all private transportation in the United States is in motor vehicles with pneumatic tires, and that most of the travel, at least between cities, is at relatively high speeds, the need for using good tires and keeping them in a safe condition is apparent.

Proper inflation is the first rule of tire care. When tires are under-inflated, they make driving and steering more difficult and wear out more rapidly, due to internal stress caused by rapid violent flexing. On the other hand, over-inflation is apt to cause dangerously high temperatures within the tire, and greatly reduces the ability of the tires to absorb road shocks, transmitting these shocks instead to the frame and the body.

Drivers should know the proper air pressure for their tires, and should have the pressure checked frequently—once or twice a week, if driving short distances around town, and before every extended run. On trips the tires should be checked daily, or oftener if trouble is suspected.

Motorists should not drive over rocks, sticks or curbs except at

Congregational Church

Boulevard and Morton Streets

Rev. H. S. Wannamaker, Minister
Sunday school, 9:45 a. m., with classes for all ages. Mrs. Glen Prescott, superintendent.

Morning worship, 11 a. m., special service in charge of the young people under the leadership of Miss Dorothy Knox.

Union young people's meeting, 7 p. m., Miss Carter, president.

Union church services, 8 p. m., with the Rev. Charles M. Guilbert, vicar of the Episcopal church, preaching. Everyone cordially invited to all these services in our church.

● Steve Fowler returned last week from Corvallis where he had been attending Oregon State college.

● Mr. and Mrs. C. R. Bowman returned Saturday from a trip to the east coast.

● Margaret Cadzow of Butte Falls visited with Ashland friends Tuesday.

comes to bread and butter, it should be remembered that most chaps like to eat seven days a week while they play baseball but one.



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very low speeds, using special caution, since tires can easily be damaged by striking obstructions at too great speeds. Tire casings should be examined from time to time for breaks caused by striking such objects, or by long-continued wear.

The life of tires can be greatly prolonged by the careful use of brakes and prudent driving on curves. Hasty application of brakes and sliding on curves simply scrapes the rubber off upon the pavement, greatly decreasing the tire's usefulness.

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