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"THE TRUTH WILL SET YOU FREE"

SNOW SPORTS ARE A BIG BUSINESS!

Last Sunday an estimated crowd of 400 snow enthusiasts sported and cavorted at Siskiyou summit, where small patches of treeless slope beckoned skiers and tobogganists.

Every available and easily accessible hillside was peopled with hickory-shod snow fans. Yet Siskiyou summit offers comparatively meager facilities for snow sports and only occasionally favorable conditions.

On Mount Ashland, where greater elevation, deeper snows, longer and more dependable seasons exist, thousands of acres of ideal ski slopes await the opening of the road which leads from Ashland directly to an outstanding winter area of unexploited possibilities.

Because a few feet of snow from a half dozen miles of good granite road remains unplowed, southern Oregon's best and most centrally located winter sports area remains locked and wasted.

If 400 persons will spend their week-end cavorting in the cramped patches of hillside on the Siskiyou, then an important group of skiers would flock to adjacent Mount Ashland where miles—instead of feet—of downhill slopes are burdened with powder snow from early winter until late spring.

The nation has become ski-minded and each winter a welcome harvest is reaped by localities opening up their snow playgrounds. We might as well cut ourselves in for a proportionate share.

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OVERZEALOUSNESS CAN DEFEAT A GOOD PURPOSE!

Steered by Secretary of State Earl Snell, a new bill limiting highway speed to a maximum of 50 miles per hour is being considered.

That something must be done to lessen the menace of thoughtless speeders on our highways there can be no doubt. But turning the road calendar back 15 years hardly seems the best way to accomplish the desired result.

On level, straight stretches of good pavement where vision is unobstructed and weather fair, travel at 60 miles an hour is not unusually dangerous, either to the driver or other motorists. To presume that a motorist faced with ideal road conditions and a good fast car will keep within a maximum speed of 50 miles is to disregard realities and return to old fashioned standards of speed-trap law enforcement.

True, there are many sections of Oregon roads that are unsafe when traveled at 50 miles an hour, and at even less speeds. But to arbitrarily set a maximum at 50 miles per hour for ALL roads is to invite contempt for safety laws. Proponents of such a bill probably will explain that "discretion" could be used in its application, and that officers would be instructed to enforce the restrictions only where actually in the public interest. Which is a poor premise on which to base legislation. Lawmakers should pass measures which, if enforced TO THE LETTER, would work no unfair or unusual hardship. If there is to be incomplete enforcement, let it be on the side of existing laws, not in contradiction to them simply because public opinion will not endorse too-strict curtailment of travel on our highways.

New traffic measures, after all, must be practical if they are to be enforceable. To insult a driver's intelligence and ignore his experience invites a revival of the old-time hatred of peace officers.

An acknowledgment by legislators that speed is relatively safe under certain conditions would encourage motorists to willingly cooperate in the observance of laws which take the facts of practical motoring into consideration.

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THE CURSE OF A NATIONAL CHARITY!

Sometimes it is neither the works nor the deeds by which men and their plans are known; too often it is the by-products of those actions which spoil the flavor of a wholesome brew and make it unpalatable. At least, that seems to be what is souring the pub-

LIFE'S BYWAYS!



lic's reception of relief billions being poured into a distressed populace since the start of the depression in 1929. At the outset, huge expenditures were necessary to prevent actual starvation on the part of many worthy citizens. Near-panic gripped idle men who never before had been unemployed.

However, as the several years passed and the nation pulled out of the slough, most of those who normally provided for themselves and theirs got back on a self-supporting basis. During the last few years, able-bodied people with a will to work have found something to do.

Although there still are many deserving persons receiving federal and state aid, the time has come when the nation must weed out the cancerous by-product of an humane relief work—the growing army of professional relievers who believe that the people—the taxpayers, the self-supporting millions—owe them a living to which they were never accustomed by their own efforts.

Always will there be need and justification for bonafide help to those who through no fault of their own are in actual need. But the legion of moochers, lazy relievers and chiselers needs a severe disciplining. And it is they—the most shiftless, the most improvident—who have been loudest in their demands and complaints.

It will be a hard and unpopular work to rid relief rolls of the undeserving, but if this nation is to free tremendous shackles, the job has got to be done. The national attitude toward relief must be refunded on the homely truth that the good Lord helps those who help themselves.

And we don't mean to the fruits of their neighbors' labor.

LETTERS to the Editor

NON-COMPENSATING INTEREST

To the Editor:
As previously suggested, non-compensating interest may be abolished by the simple expedient of exempting all income that is spent for goods and services of any kind from operation of the income tax law and other income to be taxed full 100 per cent.

This would not have the effect of confiscating individual wealth nor would it, necessarily, increase the national income because those who have enormous incomes would find methods for investing the surplus directly into industry, allow a broader margin to the producer, a more liberal wage scale, or if loaned direct, do so at a nominal rate of interest.

It would, in effect, practically eliminate the vast sums of money now withheld from use in hopes of lending it under an absolute guarantee and without opportunity to make loans under the old conditions most people who have surplus funds would be willing to as-

sume the risk and responsibility of investing directly in industry. With capital invested directly contingent upon such profits as industry could earn, without first having to earn a guaranteed interest before a reasonable profit could be enjoyed, industry would become a medium of wealth production and profit sharing with the goal of promoting the best interest of industry and owners assuming their proper responsibility instead of merely a vehicle of over-capitalization that destroys legitimate profits, making industry a financial risk for those who

are responsible and eventually destroying industry itself.

There is no reason why industry should be subject to frequent disasters because money to conduct it will not flow freely enough to operate profitably. There is no reason why a condition should exist that forces industry to pay a tribute for the use of money that the people should have to pay, through industry, both a guaranteed interest and also what is called a reasonable profit for the use of money and there is no reason why industry should be such a source of economic disaster as must and does, sooner or later, ruin those who honestly endeavor to assume a proper responsibility toward society because of the cumulative effect of non-compensating interest, which creates a burden of debt that dams every channel of industry be it big or little.

In olden times when it was a death penalty to charge interest, those who had money to loan buried it and laws had to be repealed to bring money back into circulation. Today the desire to have interest guaranteed has caused \$3,600,000 to become idle which now lies in the banks of the country. This is a potential volume of idle money amounting to the enormous sum of 36 billion dollars, almost as much as we require for our total circulation, while insufficient circulating money prevents recovery, holds values at a sub-normal level and prevents the idle money from reaching circulation because present debts as compared to present wealth value leaves no margin of security for further loans.

Money laying idle. Money needed in circulation to carry on business. Surplus wealth cannot be created until industry can function normally. Money cannot be loaned into circulation until new surplus wealth is created or value of present wealth increased to normal through adequate money being put into circulation. Dead-lock.

The key: Let surplus incomes be devoted to promote business and industry or let the government, by taxing it 100 per cent, pass it

into circulation where industry can use it without creating a public debt that must destroy industry, government and the people.
J. A. COOMBS

Mr. and Mrs. Bert Wright Weed were in Ashland early week visiting relatives and friends.

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DOG NOTICE

The County Court has set the dog license fee for this year at \$1.00 for males and \$1.50 for females, which is the minimum allowed by law. Get your license before March 1st as the penalty is then added.

THREE STEPS TO BUYING A CAR

1. SEE THE FIRST NATIONAL BANK, any branch
(investigate the Cash Buyer Plan automobile financing)
2. SELECT YOUR CAR... NEW OR USED
(under three years old)
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