

Southern Oregon Miner

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A DESERVED REWARD!

The signing of Ashland's Bob Hardy by the Detroit Tigers was welcome news to his many friends and acquaintances here, and their general feeling of satisfaction was occasioned by more than civic pride.

Hardy's recognition by the major leagues comes largely as a tribute to his clean living and good sportsmanship, and residents of his home town can rightly derive satisfaction from the knowledge that such an outstanding young man should be a product of this city and its schools. For Bob attended grade, junior and senior high classes here, as well as Southern Oregon College of Education for two years, and it has been only the last two seasons that the athletic star has been attending the University of Oregon, where he has starred on championship basketball and baseball teams.

Bob, of course, is a great credit to his parents and to himself, and thereby is a testimonial to the certain rewards which constructive habits and directed ambition will bring. His progress in the national sport will be watched with interest and affection by those who know him.

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WELCOME TO OREGON, SISKIYOU COUNTY!

Of all the unlikely talk to get into print lately, the alleged desire on the part of Siskiyou county residents to secede from California and join up with the state of Oregon is the most bizarre.

Siskiyou county people, of course, would be exceedingly welcome as Oregonians, for they are fine folks and good neighbors. But that native Californians should seriously consider annexation with an adjoining commonwealth is not likely.

Occasionally such ideas reach the news channels and a lot of conjecture and wishful gossip is occasioned, but nothing more ever comes of it. People do not conjure such schemes with any intention of carrying them out, but rather they fling threats of secession as barbs with which to gain attention.

Doubtless Siskiyou county residents have ample reason to be dissatisfied with California's neglect of their roads, and they might in truth envy the policies of the Oregon state highway commission, but their talk of secession is nothing more than a good vehicle with which to stress a point.

However, we would be missing the chance of a decade if we didn't suggest that our neighbors to the immediate south could do worse than go Oregon!

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ARE PEOPLE GOVERNMENT'S WEAKEST LINK?

Much has been written and said about the current "recession" and how opportunity for livelihood has diminished because of the attitude of government toward business.

Such may be the case, but then there's the possibility that perhaps we citizens are unfair in blaming all our ills onto "the government." There is a recession—yes, indeed, there is one. But it is more a recession in self-reliance, ambition and willingness to work hard for what we want.

Thanks to Dr. Townsend, bonus payments, ham-and-egg plans, subsidies, relief and unemployment checks, we are becoming a nation of gravy-demanding people.

Practically every conceivable group of citizens considers itself deserving of special privilege in one way or another. Nearly extinct is that hardy American who prefers to stand on his own two feet and ask favors of no man.

Instead of feeling our obligations as citizens of a great nation we are wont to extract a toll from government because we can vote.

● Don McKenzie, who has been teaching the last year in Medford high school, spent last Saturday and Sunday at the home of his aunt and uncle, Mr. and Mrs. Herman Helm. He plans to leave soon on a tour of the United States.

● Mr. and Mrs. W. O. Martin, Louise, and J. H. Williams made a Sunday trip to Crater Lake, returning through Klamath Falls. ● Miss Eunice Hager left this week for San Francisco, where she will receive medical treatment.

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The Old-Timer



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OF ALL THINGS!

By MINER STAFF WRITER

BEST wisecrack of the week from Slapsie Maxie Rosenbloom, ex-prize fighter turned night club proprietor: "We'll have a 15-cent cover charge to keep the riff-raff out."

And if it really matters to any of you, a recently revised trade agreement with England brings the cost of the best English plug hats down to \$25 in this country from \$30.

It Aint Right Dep't: Two writers on a federal theater project were ordered to write a musical show, which they did and right after turning in the script they were laid off. The show, "Two-A-Day" took the eye of a producer and he bought it from the government for \$500. The composers got nothing but the meager federal theater project salaries.

Tramping to the postoffice or drug store to buy postage stamps has been obviated by a new machine turned out by a postal meter concern. You drop your addressed letter in one slot and the pennies for the stamps in another slot, pull a lever and your envelope is all stamped and mailed. Why couldn't we have thought of that?

Inside dope on the international situation from our usually unreliable sources: Germany thinks too much of its two crack ocean liners, the Bremen and the Europa, to risk having them on the high seas or tied up in New York at the outbreak of a war. Consequently sailing lists are eagerly watched in London. Hitler will cancel departures of these boats if he figures on getting off of the reservation, they figure . . .

Accurate statistics are not available but observers estimate that three German aviators are lost every two days. In England and France the opinion is one every three days with Italian figures the same. Russian casualties are not even guessed at and here in America the veil of secrecy has just come down in the last few weeks. Formerly there was no attempt to hide aviation service casualties, but with expansion of the air service under way increase in the number of mishaps is inevitable but the rate will never approach that of Europe's as haste is not the factor here that it is over there. Some declare that a

hush-hush policy will never work. American newspaper reporters being what they are . . .

By this time Japan must think that fighting China is like lambasting a feather bed. China has been unsuccessful in her frontal attacks and little ground has been gained by counterattacking, but she seems to be as far from being defeated as ever. With an estimated loss of 2,000,000 against Japan's 700,000 men, Chinese manpower even at that rate has not been impaired. Munitions are a bigger problem than troops, however, and even if the dead and wounded have to be left on the field, rifles and ammunition are carefully rescued, they say . . .

A current magazine article takes up the advantages which would result from a Russo-German alliance, saying that the possibility of such a union may or may not be the reason for the hesitancy the Soviets show in joining up with France and England. Thoughts of an agreement where Russian resources would be developed by German technicians and in which German army officers would build Russian manpower into an army equal to any are causing plenty of nightmares in London and Paris, says this account. It states that in some quarters Litvinoff is the man to watch and as long as his influence prevails such a coalition is not likely to come about, but at the first sign of his being purged, Germany and Russia will be likely to get together on a pact.

At about the time the magazine with this writeup hit the news stands came the pay-off when the press announced the resignation of Litvinoff—ostensible reason, ill health. Now we will see what kind of a guess this author has made.

MYRA WELLS BRADLEY
Funeral services for Myra Wells Bradley, 72, who died at her home in Talent May 29, were held at 10 a. m. May 31 at the Litwiller Funeral home. Interment was in Stearns cemetery.

● Friday evening of last week 35 members of the Bellview Grange made a trip to Jacksonville where they presented the program for the evening. The main features were a comedy, "The Family Car," by Mrs. Roscoe Applegate, Mr. Lindsay, Ray Inlow, Miss Lydia Davis and Victor York, and two violin duets by Misses Charleen Byrd and Barbara Helm. ● Mr. and Mrs. Henry Stenrud and Mr. and Mrs. Louis Pankey spent Sunday evening at games at the home of Mr. and Mrs. Archie Kincaid.

FACTS FOR DRIVERS

By EARL SNELL
Secretary of State

SAFETY councils, civic organizations, lodges, churches and others were invited to participate in a state-wide drive launched by Earl Snell, secretary of state, for the purpose of making highways and streets of Oregon safer for the elderly pedestrian this week.

"One of the greatest problems in any traffic safety program today is the toll of injury and death involving elderly pedestrians," Mr. Snell said, as he urged widespread participation in the campaign to reduce this type of accident. "National as well as state figures show that accidents of this classification constitute a black spot on any traffic safety map. They must be eliminated."

During the year 1938 a total of 97 pedestrians met death on Oregon's streets and highways and of this total 54 per cent were approximately 60 years of age or over, figures compiled by the safety division of the secretary of state's office reveal.

This trend is being continued in

1939 when for the first time, 64 per cent of those killed were in this age classification.

The tendency for elderly pedestrians to be involved in pedestrian accidents is shown by the fact that 71 per cent of the total accidents while during 1938 in this age classification were 10 per cent of the total accidents involving pedestrians, Mr. Snell said.

A study of pedestrian accidents shows that street intersections are the most likely spot for accidents to occur. Thirty-one per cent of the accidents occurred at intersections during 1938 and for the first six months of 1939 there were 137 pedestrian accidents at street intersections.

A major phase of the campaign will be to stress the value of common sense and good manners on the part of pedestrians and motorists at these accidents occur. Motorists are urged to feel that pedestrians are in a hazardous and a hazardous to motorists is a traffic jam. Motorists are urged to think through the streets any thought for the right of way, he said. Of all the pedestrians involved in accidents in 1938, 10 per cent of them were at street intersections.

Pedestrians were urged to serve extreme caution at street intersections, watching for signals and other signs and to serve all traffic rules while on the streets and highways. Motorists were urged to exercise caution in pedestrian sections.

"It is not good manners for a pedestrian to hold up traffic and it is not good manners for motorists to threaten the safety of pedestrians," Snell said. "Application of caution, common sense and good manners will do much to eliminate this type of accident."

● Miss Helen Dunn, who is teaching school in Jacksonville at her home for the summer, will teach the fourth grade the next school year.

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