

Southern Oregon Miner

Published Every Thurs.
at 167 East Main Street
ASHLAND, OREGON

Entered as second-class
matter February 15,
1935, at the postoffice at
Ashland, Oregon, under
the act of March 3, 1879.

TELEPHONE 8561

FRED MILTENBERGER
O. G. CRAWFORD
Publishers

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SIX MONTHS80c
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EDITORIAL

DOES ASHLAND WANT TO BECOME A "BLUE LAW" TOWN?

OR more than a year Ashland, along with other towns of the Rogue river section, has looked forward to the coming of the soldiers to the cantonment. To those who have business interests at stake, it gave promise of rejuvenated commercial life, for with the advent of some 30,000 to 35,000 men in camp and the possible addition of some 5,000 to 10,000 more people, including officers' families, workers and the usual run of camp followers, there seemed to be nothing in the way of Ashland getting a share of this new prosperity.

The workers came and Ashland got as many as housing could be provided for. Our business houses have had a taste of flourishing business for a few months. Ask any of them and they will tell you that they like it. The far-seeing business man also will tell you that he believes the benefits realized through the construction period were but a taste of that to be enjoyed following the arrival of the full complement of officers and men at Camp White. One doesn't have to be a brain truster to figure that approximately 30,000 men at \$50 a month and 3,000 to 5,000 officers at a conservative average of \$200 a month will pour more money into this valley than has ever been experienced and that no single community will be able to absorb all of that spending money, or even half of it.

There is no reason why Ashland should not participate in the benefits accruing from the location of an army camp near by. In fact, there are many reasons why that should be the case. No other town in this section has as much to offer in the way of recreation. So far, no other town has shown a more generous disposition toward the army people. And it is doubtful if other communities have established more cordial relations with the army personnel than has Ashland.

But there is danger that Ashland may lose a lot of this business. This will not occur through the wishes of a very large majority of the people but due to the misdirected activities of a decidedly small minority. In fact, were it not for the broadmindedness of the officer personnel at Camp White, Ashland might now be on the blacklist. The officers had an opportunity to learn what this minority group thinks of soldiers in general, for the commanding officer was told that Ashland did not want the soldiers commingling with our young people. 'Tis said, and we hope on excellent authority, that the visitors after being asked if that was all they had to say, were shown the way to the outside.

Further evidence of the intolerant spirit of this group was displayed in an effort to prevent issuance of a franchise to the Rogue River Transportation company, hoping thereby to make it more difficult for soldiers to reach Ashland.

Such an attitude is an indirect reproach to every Ashland father and mother with sons in the army. It is an open affront to every boy in uniform and should call for a public apology from these would-be guardians of the public's morals.

Furthermore, this same group has engaged in efforts to sabotage the USO. From their narrow viewpoint, Sunday parties are looked upon as direct instruments of the devil, and as such should be discontinued, although given under close supervision of proper officials, army chaplains and hosts and hostesses (all of them people of high social rating and of unquestioned integrity). Because the Junior Hostess League held a little dancing party for the soldiers one Sunday evening, the puritan squad hid themselves (after dark, mind you) to the commanding officer and demanded that Ashland be declared out of the defense zone so that no such party could be held here in the future.

It is one thing to point the way to a higher spiritual life and quite another thing to force one's will upon the community. When one attempts the latter, he becomes a dictator and what else are we fighting for today if not to rid the world of dictators?

For the sake of harmony in this community we would wish that these misguided ones could see the light of day and realize that this crisis calls for sacrifices never before asked of our people. If we are called upon to forsake some of our narrow personal beliefs we should stand ready to meet the situation as men

and women worthy of the protection and privileges our form of government guarantees to us. If we are not ready to make that sacrifice then beware. We may find ourselves in the plight of France, for it was just such a lack of concern about things in general that broke down the resistance of that once proud land.

It is time Ashland awoke to the realization that this is no time for instituting "blue laws" and that by universal cooperation, and universal cooperation alone, will we be doing our part in this desperate struggle to preserve our democracy—that form of government giving us the right to live and think and worship God as free men and women.

SHOULD BE REVIVED AFTER THE WAR

UNEMPLOYMENT has all but disappeared and need for various relief agencies such as the government organized and carried on for several years no longer exists. Thus the alphabetical bureaus of the depression days have given way to a new dictionary of alphabetical bureaus created by the pressure of a worldwide conflict.

This paper does not lament over the disappearance of the WPA, the PWA and other relief agencies. They served their purpose as political footballs, at the same time providing necessities for many who might otherwise have fared badly, but it is hoped that the country will not again be faced with such dire circumstances, or that if it is there will be a better solution to the problem.

Out of the maze of bureaus and regulations, emergencies and what not that have characterized the Roosevelt regime there stands out one organization that was a distinct achievement for the president, and one which, in our humble opinion, should be restored after peace comes. The Civilian Conservation Corps pointed the way to a better life to thousands of young men in all parts of the nation and today their number is legion among those doing invaluable service to their country in its time of need.

During the operation of the Corps schools were conducted which trained underprivileged youths in various trades, making it possible for them to secure positions not only in civilian life but to take up war work when it became evident that this country was headed for war. Schooling in mechanical arts, in forestry and baking attracted many boys who later stepped into good paying jobs and in most instances they are making good. Aside from the training received, health and spiritual development were given due consideration, so that by the time the boys had completed their "hitch" they were prepared to accept their responsibility as citizens and were eager to get out on their own.

Whether or not the CCC is revived, there will be thousands of miles of trails and telephone lines, countless drainage and grazing projects to remind a grateful country of the splendid achievements of this youthful army. And too, the services performed by the "brush marines" in clearing the forests of trash and dead timber and in assisting the forest department in fighting fires will never be forgotten. It is service of this nature that leads us to remark that either the CCC or a similar organization should be created as a permanent peace-time project.

ABOUT THAT TRAIN SERVICE

THIS paper has no information relative to the re-establishment of passenger train service between Dunsuir and Grants Pass. Like all others in the district, we would like to see the service renewed and feel there is justification for it by virtue of increased traffic created with the establishment of the army cantonment near Medford.

From time to time there is an outbreak of rumors concerning the train service but so far there has been no statement from railroad officials one way or the other. The reason for this may be seen in a communication from John W. Kelly, who, as national capitol representative of a large group of small newspapers in western states, makes it his business to find out as much of the truth in all matters affecting this district as possible and who is usually well informed.

In his July 16 release, Kelly writes of the southern Oregon train service as follows:

"Protests continue against the refusal of the Southern Pacific to restore train service between Grants Pass and San Francisco. The railroad now transfers passengers at Dunsuir, places them in a motor coach and ships them north. There is under construction a vast army cantonment at Medford and the refusal of the railroad to operate passenger train service into Medford and Grants Pass is regarded as a serious handicap. The subject has been taken up with the division of railroad transportation, office of emergency management, and this is the reply of the head of that division to a member of the Oregon delegation: 'Don't you feel that the Southern Pacific is now rendering all of the service that should be required of the railroad between Medford and San Francisco?'"

That may not be final and the railroad may have some plan for handling the increased traffic other than by bus service between Grants Pass and Dunsuir, but the company has not indicated what that service will be. From the tone of Kelly's report we may expect such service as the OEM recommends.

"What are diplomatic relations, boy,"

dad?"

"There are no such people, my

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Your BRAIN BUDGET

- 1—A soldier's "ration" is enough food for (1) one meal, (2) one day, (3) one week, (4) fortnight?
- 2—New York city and Chicago are the only two cities that have daily newspapers with over a million circulation—True or False?
- 3—It was (1) F. P. A., (2) Dorothy Parker, (3) Oliver Goldsmith, (4) Ogden Nash that wrote: "Men seldom make passes at girls who wear glasses"?
- 4—If a youth is 18 or over when his parents get their citizenship papers, he is automatically a citizen. True or False?
- 5—China, with a population over 457 million, is now in her (5), (6), (7) year of war with Japan?

ANSWERS:

1—(2)

2—True

3—(3)

4—False

5—(6)

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avoid week-end travel

Travel is always heaviest on week-ends. By starting your trip on a Tuesday, Wednesday or Thursday, you have a wider choice of accommodations and you make way for those who must travel on week-ends—war workers and men in the armed services.

be an early bird

Get full information well in advance of the day you plan to leave. Purchase your rail and Pullman tickets as early as possible. You thus are assured of accommodations and you avoid last-minute rush. If you can't get a lower berth or if you have to wait your turn in the dining car please be tolerant, realizing that the extra cars, locomotives and crews which would relieve such a situation in normal times, are now hauling troops and war materials. We can't buy any new cars because of the shortage of critical materials. Full-length lounge cars have been replaced by sleeping or chair cars on all U. S. railroads so that more people can ride on one train—a matter of vital importance to the war effort.

Cancel promptly if your plans change

The space you reserve on a train is valuable—too valuable to go unused. If you are forced to change your plans, please cancel your reservation and turn in your Pullman ticket for refund immediately so the space can be used by other travelers.

delays are possible

Allow ample leeway between the scheduled arrival of your train and the time of your business appointment. Remember that trains carrying war materials and supplies are using the same tracks as your train, and these Victory Trains have to come first. If your train should be delayed by war traffic, we hope you will accept the inconvenience in good spirit realizing that we are doing everything in our power to maintain on-time schedules.

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