

SOUTHERN OREGON MINER

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Altar of Sacrifice

By RUTH TAYLOR

When I went into the great church on Fifth Avenue, where I go to pray for the solution of any problem that harasses me, it was early on D-Day. Even then I was not alone in the Gothic stillness. Worshippeas were before me, kneeling in silent prayer.

I looked up at the great stained glass window that glowed with living blue as the morning sun struck it. It seemed like a promise of the eternal beauty of an earned peace.

As I knelt, there came to me the realization of a fact that I had not fully sensed. To see the promise of beauty and peace—I had to look across the altar of sacrifice.

So it was on D-Day. So it is today. The altar of sacrifice is not always an altar of marble. It may be - it is, in many homes - the altar of the human heart, giving sadly but freely its most cherished possessions.

Only as we are willing to sacrifice ourselves for the right can that right prevail. Our boys overseas are giving their all for us for a belief that tyranny, oppression, persecution are denials of the Fatherhood of God and the Brotherhood of man in which - no matter what their creed - they all believe. They are not divided by creed. They are just our boys fighting for us and for our way of life - that creed of democracy which holds that all men are created equal and are endowed by their Creator with certain inalienable rights - to life, liberty and the pursuit of happiness.

They are giving their all - their futures, their hopes, their dreams, their lives. Those who come back will not be the same for they will have passed through the refiner's fire. They will have become so accustomed to death, that it will be hard for them to face life.

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They will have laid their youth as a sacrifice upon the altar.

It is for us rather who remain at home to see that that sacrifice is not in vain - that beyond the altar may be built the mosaic of beauty - the deep blue of peace, the clear rose of a world free from war - a mosaic through which the sun may ever freely shine.

Let us pray as we all did on D-Day. Let us also resolve in our hearts that this time the sacrifice will not be in vain!

Inter-City Traffic Faces Serious Congestion on Coast

Facts and figures continue to roll in pointing up the serious congestion facing passenger inter-city transportation on the Pacific Coast and in the nation. Travel authorities recognize the Pacific Coast now as the critical area in so far as passenger transportation is concerned. Travel upon rail and bus lines has steadily increased since the first of the year approximating 25 per cent over the same period last year—and this increase on top of nearly a 400 per cent increase over the passengers hauled before the war.

Conservative estimates of the armed services and transportation companies reveal that more than 3,000,000 service men and women are being moved by the nation's rail and bus lines each month.

A study of travel over 33 class 1 steam railroads with connections to Pacific Coast ports within the Western region reveals these roads to be carrying the greatest loads in their history which if expressed in passenger miles (one passenger carried one mile) would total more than 29 billion 446 million 700 thousand passenger miles. Reduced to comparisons this 1943 passenger load carried by Western Railroads is equal to the task of carrying every man, woman and child in a city of eight hundred thousand population (approximate wartime size of San Francisco) on a trip one and a half times around the world.

The time now is here when it can be stated there is not room for the casual inter-city traveler on vacation or pleasure. These people definitely will hinder the war effort and in the opinion of authorities, strict controls will have to be used to prevent their continued travel if pleasure seekers do not stop this practice. But such action not only would deter pleasure travelers but will stop and work general hardships on others who have war related reasons to travel.

This last step so far, has been avoided. The continuance of free use of the travel facilities can be assured if everyone in Ashland and other communities take this and the many travel warnings seriously and act accordingly. Each person should pass the word on to friends and relatives to STAY AT HOME this summer. It can be pointed out that war demands upon transportation now are being made by the military on this Coast which absolutely requires temporary forbearance on the part of pleasure and vacation traveling civilians.

Ashland residents, civic author-

ities, womens clubs, war industries and others can effectively divert civilian vacation activities to the community, to nearby resorts, to recreational and cultural areas, to crop harvesting and away from inter-city travel.

Avoidance of traffic accidents involving emergency farm workers is one of the chief objectives of the Oregon observance of National Farm Safety Week, July 24-29 according to the safety division of the secretary of state's office.

Bob Farrell, Secretary of State, today issued this statement on this type of traffic accidents:

"Farmers in this state today face critical shortages of part-time labor for the current harvest season. To meet this situation, thousands of young people in Oregon, as well as many adults, drive from the cities and towns to the rural areas to help harvest our crops. Therefore, in addition to the humanitarian aspects of the matter, it is important that this pool of emergency farm labor is not curtailed by traffic accidents which could be prevented.

"Farmers operating trucks hauling young people to and from the farms should observe every possible precaution to avoid accidents. So far this year, only a few accidents of this type have been reported. There need be no more of these incidents if proper precautions are observed."

The safety division listed these points for safety in emergency farm labor transportation: check vehicles regularly to make sure they are in good operating condition; observe traffic regulations at all times with special attention to moderate speed and caution at railroad grade crossings; discourage horse-play among passengers enroute; exercise care at rural highway intersections and when entering a major highway from a farm lane.

Pedestrians, walking to farms, were reminded to walk only on the left, facing approaching traffic, an d to step off the paved portion of the roadway when cars approach. In crossing roads, always look both ways and wait for approaching cars to pass.

WAVES May Get Overseas Service

Overseas service for WAVES is now assured if the present proposed bill for permitting these members of the women's reserve of the Navy is passed by congress, according to Herb Crain, of the Medford Navy Recruiting station, which handles WAVE applications in this area. Observers in Washington, D. C., predict that congressional approval will be given.

The three main hurdles previously preventing assignment of WAVES to overseas duty have been overcome, the proposal has been approved by the House Naval Affairs committee, the Navy now has real use for WAVES at overseas stations—an estimated 25,000 of them to start with—and the plan now has the popular approval of both WAVES and women's groups.

Summer recess of the senate has caused a delay in consideration of the bill. It was under scrutiny by the Senate Naval Affairs committee with every assurance of passing that group when the solons adjourned for the summer. Every provision is made for the maximum of protection, healthful working and living conditions, and safety of WAVES who will serve overseas in this measure. They will not be in areas where conditions are dangerous or critical.

WAVES will have many new opportunities to travel and enjoy the adventure of living in foreign lands when the WAVES overseas bill is passed—all this in addition to travel and training opportunities now given these young women.

Oregon Motorists Average High Speed

Speed checks maintained on the Pacific highway that 85 per cent of the motorists using the highway during the month of June traveled up to 50 miles an hour, Secretary of State Bob Farrell said today. The speed checks are maintained by the traffic engineering division of the highway department.

The section of the highway upon which highest speeds were recorded was the area south of Junction City where 85 per cent of the motorists traveled at speeds of 52 miles an hour or under. The lowest section was the area north of Jennings Lodge, where the top figure for the 85 per cent faction was 47 miles an hour.

"As tires get older and as the summer heat adds to the heat generated by friction, high speeds become increasingly dangerous," Farrell said. "The safe life of a tire at 50 miles an is only half of what it is at 30 miles an hour. Older tires are more susceptible to deterioration from heat than new ones. So in the interests of tire conservation and accident prevention, let's hold our speed under the 35 mile wartime speed limit."



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