

## SOUTHERN OREGON MINER

Published Every Thursday at 167 Main Street, Ashland, Oregon

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Entered as second-class mail matter in the post office at Ashland, Oregon, February 15, 1935, under the act of Congress of March 3, 1879.

### The Logging Industry Suffers

Recent orders of the ODT regarding the rationing of heavy duty truck tires, has hit home immediately in this section. The use of logging trucks was cut down immediately.

Apparently there is no doubt that the number of heavy duty tires for trucks and buses is limited, and as the military vehicles get first call on the remaining supply, civilian use must be curtailed. But in a section where the logging industry is one of the leading industries of the area, such as we have here in Jackson county, it will mean a decided drop in production from the county, unless some substitute is found or other remedy found to help the situation. For the logging industry in this area is decidedly carried on on rubber tires. There are a large number of trucks bringing in the logs from the woods and again there are a large number of trucks carrying the finished products of the mills on rubber tired wheels to its final destination. Inasmuch as these loads of logs and lumber are heavy, they require the best in tires and a large number of them. Already, reports have come in of restricted schedules due to the lack of tires, and as time goes on we may be sure that the industry will be further restricted unless more tires are forthcoming. It is a matter of deep concern to all.

We have not mentioned the other trucking industries in the county and the bus lines through Ashland, but they too will suffer because of this lack of tires, and the community too, will suffer with them. It is serious!

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### Those Pacific Isles

As the war in the Pacific grows and we are taking more and more of the islands in that vast empire away from the enemy, the question comes up more frequently. What are we going to do with them? We gather from what we read that most of them are of small value as far as industry is concerned, about their only value being as outposts of our defensive system, to fortify and arm and keep armed, to protect our islands and mainland from another attack such as we suffered at Pearl Harbor.

The islands we have won back that are of any real value from agricultural or industrial viewpoint, already belong to some of our allies, such as England, the Netherlands, etc., and only the smaller more poor of the islands apparently belong to the Japs. But we can hardly turn them back to them when this war is over. We have now learned to our sorrow that any of the islands they owned were fortified, and closed to all foreign inspection.

Natives of these Jap dominated islands have been about liquidated and apparently the people now living on them are mostly of Japanese descent. If we kept them, would we have to take the inhabitants also or could we remove them to Japan?

Yes, the problems facing us in the far Pacific are many and will take a lot of good common sense to solve. And after all the American lives and property that have been lost in winning them back from the enemy we can hardly overlook them, or let them go back to that enemy when peace settles over the Pacific.

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### A New Industry Is Born

New industries are the inevitable aftermath of the tremendous human effort involved in modern war. After the last war it was the automobile. After this war, which has hinged on air power, it will be the airplane. The aviation industry, including commercial air transportation, has a future that literally staggers the imagination. The Administrator of Civil Aeronautics, Charles I Staton, predicts 300,000 civil aircraft three years after the war, and 500,000 by the end of the first postwar decade. He believes that there will be a need for double the existing 3,000 airports.

Even during the present war, the commercial air carriers have turned in a performance little short of miraculous. By nearly doubling the number of hours aloft for each aircraft, they were able with half the equipment to fly 15 per cent more revenue passenger-miles in 1943 than in 1942, 31 per cent more express pound-miles, and 70 per cent more mail pound-miles. Yet stepped up service was not attained at the sacrifice of safety. Number of miles flown per fatal accident in domestic air carriers operations reached an all-time high of 46,560,835 in 1943, against 22,020,572 in 1942.

Coincident with the growth of the air carriers to the stature of a full fledged service industry, has risen the problem of regulation. As the close of war draws nearer and as further expansion of aviation impends, this problem becomes increasingly serious. There is danger that conflict between the states and the Federal government will hamper efficient airline service. An example of such conflict threatens in Colorado, which has under consideration a set of airline regulations which, if put in force, would contradict and overlap existing Federal laws, making airline operation through Colorado virtually impossible.

## OUR OWN BACK YARD

By RUTH TAYLOR

"The wisest thing, we suppose, that a man can do for his land is the work that lies under his nose with the tools that lie under his hand." We may not be a king as he of whom Kipling wrote. We may be only "little" people without influence or power. But the slogan applies to us - wherever we live, whatever we do.

A few of you will remember how Edward Bok started out to beautify America a lifetime ago. He didn't urge extravagant plans, to accomplish the end at the beginning. It wasn't a great campaign. But as a result of his work, roses began to grow where there were weeds and our little towns became garden spots. All he did was to get people to beautify their own back yards.

We all know how one rundown house will depreciate the property value of an entire street. And how fixing up one place is contagious - making all property on the street more valuable.

What has this to do with us today? Well, maybe I am wandering around Robin Hood's barn - but I am getting right back to the post-war period - and to personal responsibility.

How your town handles the situation of jobs for returning veterans, post-war unemployment, conversion of factories to peace time production - will have a lot to do with the way the nation and the world handles the same problems.

If you keep freindliness alight; if you keep up the habit of working together; if you, like the pioneers who founded America, solve your problems in a neighborly, cooperative spirit, there is a lot better chance for the nation - and for the world.

This is the duty of the little people in the little towns - of you me and our friends and neighbors. We must beautify our own back yards and make our community a living proof of what conscientious, cooperative planning can do. We must prove that we are just as intelligent in time of peace as in time of war; that we care just as much about our neighbors as we do about our Allies; that poverty, destitution, want, persecution at home move us to action as much as these same things stir us when the yare thousands of miles away.

Unless we can retain war time unity, unless with our advantages we can demonstrate the four freedoms in America, they can not be made secure any place in the world.

We don't have to do the whole job at once. All we have to do is our part of it - we have to do is to clean up our own back yard.

### New Series of Blue Stamps Valid Sept. 1

Five more blue stamps worth ten points each a total of 50 points, will be valid for buying rationed processed foods beginning September 1, 1944, OPA officials announced this week.

The stamps, G, 5 H, 5, J, 5, K, 5, and L, 5, will be good indefinitely.

Following the introduction of 10 point stamps last February, it has been the policy of OPA to validate five blue stamps on the first day of each calendar month.

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# Facts

## you should know about

# First National Bank

# Emergency Loans



1. You may make a loan for any worthwhile purpose...

2. The cost is low...

3. You repay monthly over a year's period...

4. Loans made in any amount from \$50 to \$1000...

5. You establish your bank credit for future use.

Any Branch

# FIRST NATIONAL BANK

## OF PORTLAND

The First National Bank on the Pacific Coast