

SOUTHERN OREGON MINER

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Is War Too Costly?

By Ruth Taylor

"War is the most expensive form of education." I read that sentence a week or so ago and, frankly, I've puzzled over it ever since. Is war really a great educator? Do we need war to reassess values?

True, we learn in war. War teaches us cooperation. War arouses ingenuity. War stimulates thought. War breaks down mental barriers. I grant you all of that.

Of course, we learn from war—but war is the most expensive form of education. Are we so weak minded that we need a crisis to make us work constructively or live intelligently?

Common suffering welds people together in time of war. Cannot common aims, aspiration, ambitions, weld people together in time of peace? If we worked one tenth as hard and selflessly for peace as we work for war, we could make peace permanent and assure to all the peoples of all the earth a healthy adventurous life.

It is not impractical idealism to look ahead. The really practical souls are those who plan for peace; who create something toward which to work; who admit imperfections; who, striving always toward perfection, try to correct mistakes, not by tearing down what has been built, but by salvaging the good and building upon it.

There is a paragraph from the speech by Phillip Marshall Brown that I think pretty well expresses the situation: "Peace is indivisible. It does not emanate from governments but from people. This has been called a 'People's War'. There must likewise be a People's Peace. Tranquility of order results from the sum total of human relationships. If

men and women cannot agree to live justly and peaceably in their own homes and in their communities; if employer and employees wage an increasing and undeclared war; if racial hatreds are fostered; if religious denominations are antagonistic; all that can only conduce to general unrest, disunity and demoralization.

Peace can be made by governments. It can only be kept by people and—people means you and me, every one of us no matter what we are or at what task we work. War is too expensive education. It is up to us to prove that peace can also teach!

Rail Rates Help Western Industry, Mercier Declares

The present system of arriving at railroad rates and schedules, under which rail traffic moves freely and speedily the country over, has served to keep competition in the field instead of throttling it, A. T. Mercier, president of the Southern Pacific Company said today, commenting upon the anti-trust suit filed against western railroads.

"How could producers in western territory, where population is less dense and production huge, reach the large centers of consumption in the east unless their rates were favorably adjusted to make it possible?" Mr. Mercier asked. "If rates should be made on a mileage basis, as intimated by the U. S. Attorney General, the nearest shipper would have all the advantage, and the others would be put out of business."

"Procedures and practices that the Attorney General complains of are the very things that have enabled railroad shippers to engage in fair competition with one another in reaching the country's markets," Mercier continued. "They have enabled the railroads to pool their locomotives and cars for the greatest mass handling of passengers and freight in history during the war."

"Best answer to the charge that western rail lines conspired to stifle railroad technology is found in their present ability to handle the unprecedented war load. They needed no overhauling to fit them for their war job. They were ready, not by chance but by close attention to their own improvement with their resources."

"Even in the depression decade they brought about what is now commonly referred to as 'A New Era in Railroad', marked by air-conditioned cars, streamlined trains, faster schedules for both passengers and freight, and 'overnight' merchandise train service, with coordinated truck hauls, to speed connection between market centers and their trading areas."

Peak of Western Trucking Not Yet Reached Is Report

Greater peaks in Pacific Coast transportation movements lie ahead according to official reports. Meanwhile, in the East the peak of wartime traffic on street cars, buses and other local transit facilities were reached several months ago and have been stabilized at these peak levels.

Overall increases since Pearl Harbor in the number of passengers carried by local transit systems show some sharp contrasts. For example, according to statistics released by the Office of Defense Transportation from 1940 to June 30, 1944, the San Diego, California transit system braced itself under a 327 per cent increase while New York subways gained only 8 per cent and Manhattan green buses less than 10 per cent.

Based upon a comparison of the second quarter of 1944 with the same period in 1943, the largest rate of increase has been reported on the Pacific Electric Railway's suburban lines serving the Los Angeles, California area, followed in order by local transit companies in San Diego, Oakland, California; Portland, Oregon and Seattle, Washington.

Little discussed in the war transportation field have been the accomplishments of Pacific Coast waterways over which the largest waterborne tonnage in the history of the West and including more than 9,000,000 barrels of petroleum, is now moving by barges, tugboats and tankers.

On the Columbia River system over 235,000 tons of freight is moved monthly by barge and the lumber and log movement on that river totals over 299,000,000 feet a month.

In the Puget Sound area over 235,700 tons of freight the transported together with an average monthly figure of over 170,000,000 feet of lumber and logs.

Monthly freight movements on the San Francisco Bay Area and waterways to Stockton and Sacramento include tonnages of agricultural commodities and freight totalling more than 200,000 monthly exclusive of heavy movements of petroleum products.

Meanwhile, the nation's railroad freight load now is at an all time high and war's transportation demands promise to be more exacting than ever. Reports received by ODT show rail carloadings currently exceeding 19-43 levels, rail hauls growing longer, heavier loads carried per car and the ton-mile total still moving impressively upward.

Pacific T. & T Declares Dividend

A third quarter dividend of \$1.50 per share on common stock and the usual \$1.50 dividend on preferred stock, has been declared by the board of directors of the Pacific Telephone and Telegraph Company, according to word received today by R. B. Hammond, local manager of the company. The common stock dividend compares with \$1.75 for the third quarter of last year.

In commenting on the announcement, N. R. Powley, President of the company, stated: "The third quarter preliminary earnings statement issued at this time indicates earnings, after preferred dividends, of \$1.63 per common share as compared with the \$1.78 per common share earned in the third quarter of last year."

"Earnings are adversely affected in the third quarter by both revenue and expense levels. Gross revenues show marked indications that the influences which have activated the pronounced revenue stimulation are no wessening in their impact with the consequent retardation of revenue increase. The long distance rate reductions which were made effective in the spring of this year, the estimated savings to customers being more than \$4,500,000 annually, are likewise having their adverse effect on gross revenues. Expenses have continued to rise throughout the year and reflect both the increased cost of operation and the \$6,000,000 annual wage increase which became effective in the fall of last year."

"The war comes first in all of our operations. We realize that the most important contribution that we can now make is to hasten the day of victory. We have, also, the responsibility of so conducting our work that we have a full realization of the postwar problems. When we are all fortunate enough to have the war behind us, our company faces record construction programs, in character and in amount, which will be of staggering proportions for a number of years. It is vital, therefore, in the continuance of our company meeting its obligations and responsibilities to its employees, to the public and to its investors that its operation be conducted, and so viewed, that it will be able to obtain on reasonable terms, in competition with others in the money market, the large amounts of new capital which it will continue to require."

BONDS OVER AMERICA

Plymouth Rock Memorial

On the seacoast of Massachusetts, at Plymouth, stands this memorial preserving the rock that acted as a stepping stone to freedom of worship when the Pilgrims landed in 1620.



There is no place for tolerance and individual freedoms in fascist Germany. We will win, or have Hitler's way forced upon us.

For the Four Freedoms—Buy War Bonds

LOCAL HAPPENINGS

Mr. and Mrs. Reese Hays of the Plaza Grocery returned last week after spending the Labor Day week end in Vallejo, California, where they visited with a sister of Mr. Hays.

Edsell York and Ed Stakely, of unknown addresses, were bound over to the grand jury in justice of the Peace Nelle W. Burns court Tuesday morning on a charge of stealing a truck belonging to George W. Nichols, Jr. of Bellview district. The truck was found abandoned near the California checking station on Siskiyou summit and the men were later arrested in Yreka. Before the justice of peace they waived preliminary hearing and were placed in the Medford jail in lieu of furnishing \$1500 bail each.

Mrs. Ford and two children came over from Duinsmuir to spend a couple of weeks at the home of Mr. and Mrs. M. T. Burns, Mrs. Ford's parents while the husband and father is away on an annual deer hunting trip.

Chas. Andrew of Malin, Oregon, was cited to appear in Justice court on August 30, on a charge of driving a truck with an over height load. He failed to appear for hearing and this week a warrant was issued for his arrest.

Dale Ray Anderson, Ashland, was arrested Sept. 6 on a charge of reckless driving. He was arrested at 2 a.m. while driving down Oak street and at a high rate of speed, which culminated in a turned over car. In City court he was fined \$25 which included costs of the action.

With the opening of schools in the valley, fruit pickers are urgently needed, and local people who can work full or part time in the fruit harvest are urged to register at the Ashland chamber of commerce. There have been numerous calls for workers.

Newcomers to Ashland, by the city recorders office records include C. O. Marinac, 520 Granite; Carl Delaman, 284 Palm Ave.; Mrs. Wm. D. Baker, 428 1/2 Palm Ave.; Andrew B. Schak, 380 Wightman; H. J. Midlock, Fordyce St.; Wayne Van Dusen, Fordyce St.; C. E. Cribbs, 115 Fork St; Douglas T. Buger, 185 Granite and Walter B. Turner, 474 Mountain Avenue.

The Misses Mary and Elizabeth Campbell, who have spent the past three months at the home of their sister, Rev. and Mrs. C. F. McCall, at 300 Ashland, left Tuesday to return to their home at Claremont, California. They went by bus to Klamath Falls and then took the train on to their home.

Loius Emanuel Malekos of San Francisco was cited to appear in Justice of the Peace Nelle W. Burns court on a charge of driving without an operator's license. He posted \$6 bail, but forfeited the amount when he failed to appear.

Local W.C.T.U. members have made plans to attend the annual bi-county meeting to be held today, Thursday at Medford at the Christian church at Oakdale and 9th. Sessions start at 10 a.m. The meeting will include members from Josephine and Jackson counties. Luncheon will be served at noon by the Medford union and the afternoon session will start at 1:30. On the program are several special speakers, special music election of officers and reports of the year.

Herb Huston, well known here in Ashland, spent Tuesday in Ashland, getting supplies for his store at the Weyerhaeuser camp 4 at Keno.

Mr. and Mrs. Eugene Love have purchased the F. P. Franco residence on Third street and will possession about October 1. They have been living, since August first in an upstairs apartment in the house.

This Mr. Norman Thomas, you know, he is no green gosling. He runs for President every 4 years, but never gets elected. He don't want to get elected—he just wants to run. He has no worries about fights between his Top men—he has none of same. And while we are on Bureaus and Top men, the fussin' is getting brisker, as new ones edge in as the old ones are edged out. Signs are pointing to a weakening in the bureau fabric, and as the bickering continues some body is gonna make a mistake and tell the whole truth—and the fat will then be in the fire.

Congress is beginning to see the light and is commencing to show a few first signs of spunk. Congress has sure been nshoved around.

But back to Mr. Thomas. He asked for time on the radio to answer a broadcast from Bremerton by one of his opponents. They turned him down at first, but he showed fight, and won out—folks like that kind of guy. But his socialist party has been so elbowed in on, by bureaucrats, which has been pilfering his ideas, that Mr. Thomas may have to dig up a new name for his outfit—or go out of business.

Yours with the low down,
JO SERRA

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NOTICE!

Due to heavy volume of legal work my office will not be open until 10 a.m. and will not be open at all on Saturdays. It is an experiment to see if we cannot complete legal work more promptly, if we have a working period each day which is not subject to interruption through appointments.

Wm. M. Briggs, Attorney
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