SOUTHERN OREGON MINER

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WHAT AN ARMY REALLY TRAVELS ON

The second year of shoe rationing has gone by and still most Americans are well shod, in spite of fears as they sat around their radios on that February afternoon listening to the announcement that each person would be rationed to three pairs in 1943. Little did they know that two years hence they would be getting along on almost half that number.

Fortunately, the beginning of rationing found the shoe industry with well stocked shelves and little cause for worry. However, time passed, military needs for leather increased, civilian production decreased; and today shoe manufacturers are in a quandary over the immediate future.

It is interesting to note the sharp increase of an estimated 65,000,000 pairs of shoes required by the armed forces for 1945 over the previous two years with 47,000,000 pairs for 1943 and 48,000,000 for 1944. This, of course, will be reflected in decreased production of civilian footgear, and it has been estimated that Mr. and Mrs. Doaks and their children will have almost 30,000,000 fewer pairs of leather shoes this year.

The shoe industry will attempt to relieve the shortage as well as possible with a large supply of unrationed shoes as it has done in the past, but an application of ol 'shinola to the closet's present supply will be necessary to extend their wearing time as long as possible. So, shine 'em up; they'll last much longer that way.

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OUR ECONOMIC CYCLE

The great majority of groups and individuals writing writing and talking of postwar planning in this country appear to accept without much question the thesis that the economic cycle,—or prosperity,—starts with factory payrolls. To this thesis Harry Ferguson, Detroit farm equipment manufacturer and economist, takes exception. His contention is that the economic cycle has its beginning with the land; without prosperity on the land, there can be no prolonged and solid prosperity in the rest of our economy. He reminds us that the existence of 100 per cent of our population depend upon what the farmer produces, but our standard of living is dictated very largely by the prices—or our capacity to buy,—of the products of agriculture. The largest single economic segment of our population,—the farmer and those rural dwellers directly dependent upon the farm for their livelihood, accounts for 40 per cent of the total. A very heavy percentage of the raw materials used in industrial production come from the farm.

Whether we look at the farm from the standpoint of a producer or a consumer, its operation is basic to all other elements of our economy. Quite clearly if the prices of farm products,—food, clothing, and those other things which go to make up our "cost of living", are unduly high, our cost of living will be unduly high. If, on the other hand, the farmer is not prosperous, some 40 per cent of our national market will suffer from his financial inability to buy the products of industry.

The application of mechanization, power, and those other conditions which have given us our miracles of production in industry, must be applied to the farm, for the simple reason that the lower the production costs on the farm, the more the farmer will profit and the lower will be the prices included in the cost of living. Thus all other costs will gradually be lowered, and the rising spiral of inflation should be halted. It is a somewhat novel thought, too, that major improvements in farm production methods can permit the family-size and family operated farm to be profitable, without subsidy.

Certainly this thesis of Mr. Ferguson's for the first time takes into account the possibility,—and even the necessity,—for making agriculture an equal partner with industry and trade in the creation and maintenance of a sound economy for the country, and he maintains that it can be done and will be done if businessmen will adopt and effectuate that point of view.

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THE MANPOWER SITUATION

There is considerable agitation at present in Washington over the manpower situation. Washing officials are convinced that there is a manpower shortage, that production is slowing up because there are insufficient workmen to do the work. We are all aware, of course, that it is hard to get men to work, at present, yet we feel that in the huge war industries of this nation, that the hoarding of men, and the downright waste of manpower by putting huge numbers of men on work that does not justify it, is a known fact.

Personally we have not worked on any of these jobs, so are not able to speak from experience, but we have talked with many who have worked on the jobs in shipyards, in plane plants, and other war industries, and the story is the same, employing huge numbers of men where it is apparently not needed.

We realize that in war time, cost of ships and planes and tanks is not taken into consideration, only that they be produced in huge quantity and quickly.

We will venture to say that if the federal government would cut out the "cost plus 10 per cent" way of doing business and force the war industries to take the work on a contract basis, ships and other materials of war would be produced much cheaper and with a lot less manpower. It might be argued that they couldn't produce them in as short a time, but this we doubt too.

Sgt. Alfred Culver in California Hospital as Result of England B-17 Plane Crash

DIBBLE GENERAL HOSPITAL, Menlo Park, Calif. Feb. 27—Staff Sergeant Alfred B. Culver, Jr. of Ashland, Oregon, patient at Dibble General hospital, Manlo Park, Calif., feels he's lucky he escaped with nothing more serious than a man-sized "hotfoot" when the B-17 in which he was right waist gunner crashed into a stone wall while landing in England and was split in half, a mass of flames.

This mission, sixth for the 22-year-old Oregonian, had otherwise been an ill-fated one for Culver right from the start. While the ship was over Germany, he was hit in the left shoulder by flak from a 20 mm. cannon projectile.

Fortunately, Culver was lying on the floor of the ship, with his feet toward the nose, when the plane made a belly landing and rammed into the wall at an airfield in England. "I coundn't even feel the jar, Culver describes, adding how, when the ship broke in two, he slid out under the wing, but not before his feet had become "nice and warm" from the flaming wreckage.

It was on unlucky maiden voyage for the Flying Fortress, a brand-new ship which had been given to the crew when their regular ship had to be overhauled. The bombardier was the only member killed in the crash, although all the crew were hospitalized following the accident.

The top turret gunner had also been hit while the Fortress was over the Reich, receiving 20 mm flak wounds in the arm and stomach, and the ball turret gunner, hit by flak in the eyebrow, made it an even three of the crew wounded over Germany.

Culver's six missions were divided evenly—three over enemy-occupied France and three over Germany. Most of the time he was with the same crew. Wearer of the Purple Heart and the Air Medal, he admits that he isn't credited with downing any fighters principally because "there were never enough to hit!" It Seems the big bombers always had such excellent escorts that the "Jerries were scared away."

Culver's first mission, over St. Nazaire, France, ended in a forced landing in an English field when the ship ran out of gasoline, this incident providing an inciting introduction to his career as gunner.

The sergeant, son of Mr. and Mrs. Alfred B. Culver, Route Two Box 208, Ashland, Oregon, was presented the Order of the Purple Heart by the commanding officer of Dibble in a ceremony held at the hospital this week.

Besides the Purple Heart and Air Medal, Culver wears the European theater ribbon with one battle star and Good Conduct medal. He entered the Army Oct. 10, 1942, and received his basic training at Kearns, Utah ,his armored instruction at Lowry Field, Colo, gunnery training at Tindal Field, Fla., and B-17 training at Pyote and Dalhart, Texas. He went overseas Nov. 9, 1943.

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Mr. and Mrs. Arch Barksdale returned Thursday from a two-weeks visit in Los Angeles. Arch says it is his first vacation, (from his cleaning work at Standard Cleaners in nine years and he and his wife thoroughly enjoyed visiting with members of his family and friends of his school days. It is Mr. Barksdale's former home.

Capt. Wm. Westfall spent the week end with his mother, Mrs. Ed. Butler, coming in from a base in California. He has recently returned to the United States from a tour of duty as pilot with the Air Transport Command, in the India and China theatre of operations. Also visiting at the parental home at the same time was Capt. Westfall's sister ,Miss Neta Westfall, a teacher in Roseburg schools.

Sid Reed, well known former Ashland business man and Elks Club secretary, spent several days in Ashland the past week. He had returned from a visit to his mother, in Los Angeles, and was on his way to Bremerton, Washington ,where he had recently purchased a business.

At the regular meeting of the Ashland Post of the American Legion Tuesday evening, the comrades and members of the Auxiliary were entertained by two service films, which were interesting and instructive. Following the pictures the Legion had a good meeting with discussion on subjects vital to all members. Members of the Legion are urged to attend these meetings, and to enjoy the good "eats" the chef has each meeting night.

Miss Shirley McCleary underwent an appendectomy at the hospital this week. She is the daughter of Mr. and Mrs. Roy McCleary

LOCAL HAPPENINGS

Mayor Thorton E. Wiley plan to leave some time next week for Nampa, Idaho, where Mr. Wiley will attend a two-day session of the Board of Regents of the Northwest Nazarene College, of which he is a member. This trip to Idaho is an annual trek for Mayor Wiley. The Board convenes March 14. The mayor will be gone about a week, and will attend to business matters in Portland and other points on the trip.

A small group of school friends of Miss Vera Baker helped her observe her fifteenth birthday Monday evening at the home of Miss Vera's sister, Mrs. Helen Restad on Siskiyou Boulevard. Games were enjoyed during the evening and the party ended with refreshments.

A. E. Madden, of the Madden Tire Shop, has been forced to stay abed for a day or two this week because of a back injury which has caused him trouble.

A Mr. Hartley has started construction of a new house on property lying between Gresham and Meade streets. He has started work of putting in a basement and plans to build a roomy modern home there, doing all of the work himself. Mr. Hartley prunes orchards as a profession.

A large number of guests turned out for the Royal Neighbors card party held in the IOOF hall last Wednesday evening. Twenty-six tables of cards were in play, pinochle, bridge and 500 being enjoyed. Following the evening spent at cards, all present repaired to the dining room where coffee and cake in abundance was enjoyed.

Walter Kerrigan and Mrs. Kerrigan of Beach Street left for Portland via Klamath Agency by Bus to contact Price Adm. Board.

Barney Riggs, S 2/C came in last Friday, from a trip to the South Pacific on a Liberty ship, he si a member of her armed guard crew. Barney is one of last year's Ashland High athletes. He has been renewing acquaintances with relatives and friends here.

Seaman Don Sears came in last Thursday from Farragut, Idaho, where he has recently completed his "boot" training period. He will return to Farragut this Friday for assignment to shipboard duty, or to some of the navy's training schools for further duty. He finds the weather of north Idaho quite rugged in comparison to that he has enpoyed in Ashland the past seasons.

W. T. (Mickey) Boatright investigator from San Francisco who has been visiting W. J. Kerigan departed for the Bay District.

Boys of the three Ashland Boy Scout troops are planning a picnic and swimming party at Jackson Hot Springs next Monday evening with hot dogs, ice cream and all the fixin's. Hans Lassen of the Jackson Hot Springs is preparing the pool, so that those boys who want to swim may do so. During the evening, several tenderfoot scouts will take part in an investure proceedings.

Mrs. Frank Merrill left this week for her home in Sacramento California, after spending several months with her son and wife Mr. and Mrs. Harold Merrill.

Don Hufman spent several days visiting with his mother, Mrs. Cay Hufman this week, returning Tuesday to Portland, where he has work.

Mr. and Mrs. M. T. Burns have received word from their son, Pvt. Kenneth Burns, who has been with a railway transport unit at Fort Warren, Cheyenne, Wyoming, that he has recently been transferred to Camp Carson Colorado, for further training. He did not state what type of training he will undergo at Camp Carson.

Hugh McKeever, of Marshall-Wells store, spent Monday in Portland on a buying trip. He left Sunday evening on the train and returned Tuesday morning, giving him a full day in Portland. Mrs. McKeever ran the store in his absence.

Mrs. B. Ulstad and two daughters, Pauline and Beverly are in Ashland again after several months spent in Detroit.

Home for a few days to visit with Mr. and Mrs. Al Snider, who are his foster parents, is J. W. McElroy. He is a member of the merchant marine and has been many places in his duty, mostly to the South Pacific. He has seen action at Saipan and other hot spots in that area. He will leave Friday for San Francisco, where he will rejoin his ship, for further work. The young man has made his home with the Sniders for several years while he attended school.

Mrs. Mabel Hansen of Junction City, spent the week end with her mother here, Mrs. Emma Hayes.

Scenes of Ashland's Basketball Squad in Action

Top row—left. Provost. O'Harra. Samuelson. Jandreau. and Reedy; right. First five demonstrates backboard leap. Bottom row—left. Coach Robert grins approval at something or other; left center. Provost and Jandreau, junior standouts, tip one in; right center. Manager Gene Berry makes with the towels during breather—classy gams seemingly without head and body belong to Dommie Provost; right. O'Harra, first stringer before mid-term graduation, jumps for a high one.