

SOUTHERN OREGON MINER

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NO SLEEPERS TO PORTLAND

Last week the Southern Pacific, along with many other railroads, were forced to suspend sleeping car service on runs of less than 450 miles. Locally it was a direct blow because the regular Pullman car service to Portland was taken off, and those going or coming to Portland are now forced to ride the regular day coaches.

In the past, residents of this section, had found it convenient in going to Portland, or to that end of the state, to take a Pullman berth on the train, sleep all night, or as much of it as the branch line roadbed would permit, and get up in time to attend to business matters in Portland, and possibly to return the next night to Ashland. It may have been a tiring trip, but a person could get a little rest on the trip.

But that is out now! If one goes to Portland, he must ride the day coaches all the way up and return. It is safe to say that little rest would be gotten under the present plan.

Government agencies and the railroads, too, have been attempting to dissuade people from traveling, all the past year or more. But railroad men estimate that at least 45 per cent of the travel, yet, is to be classified as unnecessary . . . Aunt Beckie going to visit her daughter or some other such unneeded travel.

With the army expecting to move some two or three million soldiers out the Pacific coast camps and points of embarkation all of the railroads will be filled to capacity and the civilian traveler is just naturally going to be "bumped" off the trains. It will indeed be a good time to stay at home.

There will be grumbling, we fear, at the order to remove the Pullman service from the trip to Portland, but it can hardly be helped. We doubt if the railroad company likes the order, but it is one of those war time measures, which we must grin and bear. . . the railroad as well as the public.

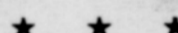


NO SUBSTITUTE FOR FREEDOM

Day by day our rationing and price control system grows more taut. This situation brings us face to face with an issue which involves liberty itself. Will we turn back to the American system of a free economy at the earliest possible moment, or will we go further with controls that decide for every individual what he may produce, buy or sell? If we accept the latter doctrine, we should not kick at restrictions and shortages. If we accept the former doctrine, we should not kick at higher or lower prices based on true costs and a competitive market. We can't expect a free and easy American life with the risks it involves and the opportunities it offers, under a controlled economy.

A growing number of economists favor an early release of price controls. If some industries charge excessive prices, many new competitors will be attracted into those fields and a torrent of production will eventually cure high prices. Breakdown in price controls on reconversion products is feared by some who have studied the staggering task, as special postwar industrial situations that must await investigation may run into hundreds of thousands and small companies cannot survive long waiting periods.

The greatest safeguards the United States has against inflation are its manufacturers who produce on a low-cost basis, and its system of mass retail selling which distributes at a low unit-profit. That system, which before the war gave our nation the greatest customer service in the world, cannot exist by raising prices arbitrarily. Its salvation depends on low prices. It cannot operate on a basis of scarcity and restricted distribution. It operates on the philosophy of plenty. Such a system is a check on price gougers.



COPYING RUSSIAN SYSTEM

TVA has been called the greatest social experiment of all time. It represents the first step toward state socialism in the United States. TVA has been the sparkplug for a Federal power development program in line with the Russian idea of socialized industry.

With the full power of government propaganda behind it, TVA has been able to publicize its activities in such a way as to make the public think it is a financial success, provides effective flood control and a dependable power supply from the same dam, and contributes its share of tax funds necessary to maintain government.

If government can go into the power business as it has done in TVA, charge itself practically no interest and only one-fourth of its share of taxes and then sell power below the true cost of production, why not do the same in the dairy, bread, shoe, or any other business? If we are to have state socialism, why stop half way?

The nation's rivers can be developed for flood control, irrigation, etc., with power as a by-product, by the government as public projects without socializing any industry, and for a fraction of the cost to the taxpayers. The people do not yet realize the natural consequences of government taking over the operation of a basic industry such as light and power.

The nation's electric light and power industry has never failed to be ahead of public demand for its service. But today it finds itself faced with a well-organized Federal program for development of public power plants to completely blanket the nation.

If TVA paid interest and taxes equally with private enterprise, it would be a gigantic financial failure. If government is to finance a string of TVAs, the initial cost and the annual loss to taxpayers will be staggering at a time when government should practice every possible postwar economy, and encourage in every manner taxpaying enterprises.

In 1944, the private electric light and power industry paid \$700,000,000 in taxes, and the Federal government, which is urged to build tax-exempt socialized plants to destroy the highly-taxed private industry, took \$480,000,000 as its share.

Aside from the iniquity of establishing state socialism in a land of free enterprise, the tax question alone should block further development of tax-exempt Federal power plants.



Final Rites Held for Mrs. Carlisle

Mrs. Nellie Venetia Carlisle of 854 A street died at the Community hospital on July 16, 1945 after an illness of more than two weeks.

She was born at Villisca, Iowa September 15, 1866.

She is survived by one son Fred Carlisle, of Ashland; three daughters, Mrs. C. E. Huffman, Mrs. Jesse Lilly and Ruby Carlisle, all of Ashland, four sisters Mrs. Sam Gaskell, Mrs. Wayne Spargur, both of Villisca, Iowa; Mrs. J. N. Craighead of Healdsburg, California; Mrs. Virgil Parcher, Oakland, California.

Three brothers survive: Walter Shepard, Sprague River; Charles G. Shepard, Villisca, Iowa; Russell J. Shepard, Pittsburg, California, and seven grandchildren.

Her husband died 12 years ago at Klamath Falls.

Funeral services were held at the Litwiller Funeral Chapel Wednesday, July 18 at 1:30 with the Rev. Earl Downing who brought the message of comfort. Interment was made in the Mountain View cemetery.

See our display of Enamelware and dishes, at Marshall-Wells on the Plaza.

Farm Safety Week Will Be July 23-28

Individual observation of National Farm Safety Week, July 23-28, means avoidance of accidents that interfere with vital food production, Secretary of State Robert S. Farrell said today in urging care in the transportation of volunteer farm workers during the summer harvest season.

"Thousands of urban residents are volunteering to help the farmer harvest food crops this year, Farrell said. Many of these volunteers are transported to and from the farm on farm trucks and other vehicles.

"Oregon has established an excellent record in this type of transportation and we are anxious to continue that good record. Wholehearted cooperation on the part of the operator of the vehicle and the passengers will assure the continuance of this accident-free record."

Farrell listed these safety precautions for the avoidance of accidents involving the transportation of farm workers:

- 1: Make sure vehicles are equipped with adequate sideboards, at least four feet high.
- 2: Provide tailgates on trucks so passengers will be protected.
- 3: Provide benches as passengers will not be tempted to sit on the bed of the truck with their

legs dangling over the end. Rear-end collisions are serious hazard in such cases.

4: Inspect vehicles regularly to make sure brakes and other equipment are in good operating condition.

5: Observe traffic regulations at all times.

6: Encourage passengers to avoid horseplay enroute.

Red Cross Sends Garments Away

One thousand forty-five sewed and knitted garments for Army and navy hospitals were packed in seven large cartons and shipped this week from the Production Department of the Jackson County Red Cross. These articles were made in the 42 volunteer sewing units in every part of the county. Mrs. Orin Schneck, volunteer chairman of this active department, packed all these articles herself, so that cutting crews could start Monday morning unpacking large cartons of materials that arrived the past week from San Francisco. All sewing units have been alerted to be ready to start work in earnest.

Ashland units under Mrs. Sam McNair will cut their own materials. Heads of all Ashland units are to call Mrs. McNair to get their quota, which Lt Haskings of the state police brought from Medford last Tuesday.

Seven hundred fifty filled kit bags for able-bodied men going to the So. Pacific will also be made in this county and a large quota of Philippine relief garments.

Miami, Fla., July 18.—Florida looked mighty good to day to a group of Oregon fighting men, but all agreed that Oregon will look better. Flown here by Air Transport Command from far-scattered war fronts, their first glimpse of the United States was when their big transport plane glided over Miami Beach on its way to ATC's Miami Army Air Field.

From ATC Caribbean Division

hub the Oregon veterans will go by rail to Camp Blanding, Fla. From there they will be taken to a reception center for separation or furloughs prior to reassignment.

Included among latest Oregon arrivals were:

Cpl Charles F. Bounds, 28, 542 Allison St., Air Corps, 29 months in Italy, and 1st Sgt. Richard L. Barnes, 26, 165 First St., 91st Infantry Division, 15 months in Italy, both of Ashland.

T/5 Lemmie F. Trantham, 35, Quartermaster Corps, 15 months in Italy, of Eagle Point.

DR. AND MRS. BRUCE ENTERTAIN AT GARDEN PARTY

Dr. and Mrs. G. W. Bruce, assisted by the Senior Methodist Youth Fellowship, entertained the college youth who are home on vacation and other youth who are soon to leave Ashland to take up duties elsewhere, at a garden party at the parsonage on Sunday evening. Following the regular Sunday evening worship service at the church the young folks played appropriate Sunday evening games, led by Mrs. Gladys Billings, assisted by some of the young folks.

Mrs. Bruce served refreshments just before the closing song and the benedictory prayer by the pastor.

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