

SOUTHERN OREGON MINER

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THE SECRETARY OF AGRICULTURE IS RIGHT

We agree most heartily with Secretary of Agriculture Anderson that no more grain should be used after the just past July "holiday" in distilling beverage alcohol. A good many thousand tons of good grain was used to satisfy the whiskey distillers at a time when it was a lot more needed for food. We can get along much better without the whiskey now or at any time, than we can the food.

The market supply of grain in the United States is short at this time . . . and everyone knows what is happening in this country to sugar. It is an outrage to risk the loss of meat and household sugar in order to satisfy a few whiskey distillers and a few more drinkers. As we see it there are two reasons why it is deplorable at this time:

1. Using up grain for liquor now may mean that later on, when and if grain becomes scarce, sugar (high-test molasses) will have to be used for industrial alcohol. That occurred in 1944 when 900,000 tons of sugar-molasses had to be used for war alcohol because the "liquor holidays" used up grain.
2. Using 10 million bushels of grain for beverage alcohol in July takes that much away from the feed and food supply at a critical time. That much grain could be turned into more than 100 million pounds of beef or pork, not to mention poultry or dairy products. Moreover, devastated Europe needs American grain for food more than America needs liquor.

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SPEEDING THE NEWS

Probably few realize nowadays the amazing speed with which news is disseminated around the world. It takes some such incident as that last Sunday afternoon when a false report of peace settlement with Japan was mistakenly put on the teletype system of the United Press, and although two minutes later it was corrected, yet in that two minutes, celebrations and joyful scenes were touched off around the world. In every hamlet and city of the United States, apparently on every island of the vast Pacific, in every capital in Europe less than two minutes were needed to start the clanging of bells, the tooting of whistles, the spontaneous "whoop it up" spirit that starts a real celebration.

In these United States, the radio, with its news coverage, the leased wire service of the United Press and Associated Press and other wire services of teletype, etc. can cover the country in a matter of moments with news, good or bad. The power they wield is enormous, and a few realize the part they play in our daily lives. Yes, it takes some such incident as Sunday's to bring it to mind again.

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GUARD THE NATION'S ROUNDHOUSE

If a Rip Van Winkle should appear in our midst, he would think that our Federal judicial system today was set up to destroy industry.

The Department of Justice is attacking the railroads under the anti-trust laws, and demanding that their rate adjusting bureaus be dissolved, and that the carriers be enjoined from any similar cooperation. Politicians in Georgia, following the same course, allege that through rate bureaus the railroads seek to discriminate against Georgia.

When you buy a railroad ticket or ship a hundred pounds of freight from the Pacific to the Atlantic Coast you go into your local railroad office, state your desires, pay your money, and the transaction is closed.

Without rate bureaus and associations, a shipper or traveler would be put to untold inconvenience in dealing with numerous individual roads. The efficient handling of our enormous wartime traffic would have been impossible.

Commenting on the anti-trust suits against the railroads, the New York Times says: "The purpose of these rate bureaus and associations is to act as a sort of clearing house for the consideration and adjustment of traffic matters between the carriers and the shipping public. Through them, any railroad or shipper may originate a proposal to change rates . . . Any adjustment that is agreed to by these various boards is submitted both to state regulatory bodies and the Interstate Commerce Commission, and after a period of 30 days, if there is no objection from any source, the tariff change automatically becomes effective. Through this system, millions of rates covering thousands of items and points of origin and destination, have been worked out. Since such a system attempts to adjust each rate on its merits, . . . it is designed to meet the needs of every shipper."

To guard against confusion in rail transportation that would follow if the Department of Justice could destroy the conference method of rate making, Congressman Bulwinkle from North Carolina, has introduced a bill that would enable the railroads and other transport systems to continue the conference method of making rates subject to review and approval by the

Interstate Commerce Commission, as they have done for nearly half a century.

Efficient postwar railroad transportation will depend on the right of the carriers to give uniform service. Representative Bulwinkle is to be commended for seeking to guard the nation's roundhouse before its transportation horse is given knock-out drops.

SAY 'WE'

By Ruth Taylor

Unity - unity - unity. United Nations. United States. United people. The word is like a drum beat through our minds wherever we turn. But - how can we achieve this much to be desired end - this cohesiveness, this unity?

Kipling once pointed out a simple, yet truly practical way. It was in his verse story of the Norman Baron advising his son: "Say 'we' 'us', and 'ours' when you're talking, instead of 'you fellows' and 'I'."

Nothing but good, sound, practical common sense when you stop to think it over. If we, who pride ourselves on being Americans, would think in terms of "we", "us", and "ours" instead of "you fellows" and "I", if we would temper our personal ambitions in the pool of our common interests, we could by our combined abilities solve our mutual problems.

After all, why do we want unity? Because we have learned by the hard way of war, the lesson that no man liveth unto himself, alone, that there is nothing, even in our every day lives, in which we are not dependent upon others and they upon us.

We cannot achieve prosperity, we cannot reach the pinnacles of any success, we cannot even have peace, by ourselves or without help from others. What concerns one, concerns all.

There is no phase of life to which this does not apply. There will be no peace for men and women anywhere until the world is at peace. We cannot separate citizens into groups by class, creed, color or original origin - we have seen what the concept of second class citizenship has done to countries overseas. Here - all are Americans - period.

Unity means working as "we", not as "you and I". Unity is not a standing on opposite sides of the wall of our differences. It is joining forces on a common ground of mutual desires, aims, ambitions, hopes, and - most of all - ideals.

In our own communities during the past years, we have met many of the problems which appear in the larger scene. We have witnessed the getting together of people from different backgrounds or with different social concepts. We work together because we work as neighbors. We not only tolerate each others opinion, we moderate our own viewpoints.

This is working together. As we use the "we" concept rather than the "I" we shall win our way to a peaceful world. This is the ideal of Democracy.

S. P. Enlarging Department to Assist Industry

Expansion of the Industrial Department of Southern Pacific to intensify the railroad's campaign to bring new industries to the West and Southwest, was announced today by W. W. Hale, vice president of System Freight Traffic. The expansion is coincident with the appointment of C. D. Lafferty as system-wide general industrial agent to succeed W. A. Westington, retiring. Plans provide for rearrangement of the department for greater efficiency, Hale said.

Lafferty is a graduate of Oregon State College, where he majored in commerce. With Southern Pacific since 1912, he moves to his new post after serving as industrial agent with offices in San Francisco, which position will now be filled by J. W. Ostle, who has been district freight agent, Oakland.

A new position of assistant industrial agent is established to which J. D. Boeddeker, formerly chief clerk to Westington, has been appointed. G. E. Miller, formerly central district industrial representative, is appointed assistant industrial agent on Ostle's staff.

Southern Pacific's campaign to attract new industries is being carried on by this department's offices in San Francisco, Los Angeles, Portland, and Houston; by full page advertisements in national magazines and similar advertisements in newspapers, and by industrial committees at other strategic points as well as representatives in 22 eastern cities. The committees include traffic, operating and engineering officers so that industrial problems can be given prompt attention from the stand points of all these departments, Hale explained.

Local Fighter Pilot Heads for Home Here

FAR EAST AIR FORCES, PHILIPPINES—Lieutenant Joseph M. Pritchard, 23, of Route 1, Ashland, Oregon, now enroute to the United States, isn't taking advantage of his 106-point eligibility for discharge.

A fighter pilot of the 312 Bomber Group, "The Roarin' Twenties" and the best strafing outfit in the AAF, he says he is wedded to the AAF for life.

Husband of the former Frances Moorman and father of six-month-old twin daughters whom he has never seen, he expects a 30-day leave, which he intends to spend getting acquainted with the youngsters who came into the world during his tour overseas.

Pritchard's group was the first to attack Japan's island fortress of the East-Formosa—at low flying levels.

The strafing forays in which he participated there stirred up terrific Japanese resistance.

"We made the Nips boiling mad," he said. "They came at us like angry hornets."

A frightening moment that he will never forget was the time a stray Jap shell blasted his plane, forcing him to crash dive into the Pacific Ocean. For a while he thought the Japs would spot him, but after a day in the water he was rescued.

Pritchard also participated in

fighter operations in New Guinea Layte, and Luzon and has six battle stars to his credit. He is the son of Mr. and Mrs. Joe F. Pritchard, Ashland.

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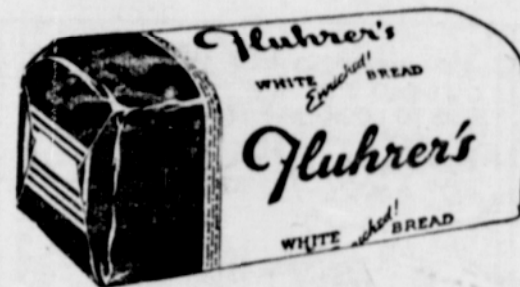
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Looking to the Future—by Ralph Lee



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