

SOUTHERN OREGON MINER

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ARE THE JAPS STALLING?

The past week, Americans, apparently, have been very impatient at the Japanese for their slowness in getting down to business of surrendering. It was only after a direct and forceful warning from General MacArthur that they finally sent their emissaries to Manila to learn the surrender terms. The result has been that there has been a loud and persistent howling by the Americans that the Japs were "stalling" with the result that Americans were getting very impatient.

But we doubt if the Japs were stalling. We cannot see where it would do them a particle of good. In fact, they must know that any attempt to stall, would only bring down a harsher treatment on their heads.

As we see it, the military section of Japan, just simply were not ready for surrender, and subsequent events this week has proven that they were not convinced that the fighting should stop. But apparently the heads of the big industries in Japan forced the military and the emporor to surrender. They knew that should the war continue any longer there would be nothing left of those industries. Apparently there has been so much confusion in Japan over the surrender that they were paralyzed until nothing could be straightened out for a few days.

Perhaps a good lesson to the western world is that now coming to the top in Japan, where the people had been so misled by the Jap propaganda agency that the mass of common people still believed that they were on the road to victory, and had no idea of the defeats they were undergoing. The Jap propaganda had been able to absolutely cover up all defeats, and it is no wonder that there was confusion when it became known to the people that the nation was surrendering. They just were not prepared for it.

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SPEED LAWS HAVE BEEN UPPED

With the end of the war, last week, the first regulation in rationing, the use of gasoline was relaxed, and among the next to follow was the announcement that the federal government had lifted the ban on highway speeds of 35 miles per hour. Now with plenty of gasoline and no speed limit of 35 miles per hour, motorists can go as far and as fast as they please.

But to the wise motorist, we doubt if there will be much of an increase in speeds. For one thing cars are some three years older and since no new ones have been built, most of them are probably not in any shape for speeding. Those holders of A cards have been unable to get new tires, and certainly there are few of them with very good tires. Those motorists who have been able to buy new tires, have been only able to get synthetic tires, and to date, there are a lot of "bugs" in synthetic tires that have not been overcome. Perhaps the biggest failure of synthetic tires is that they cannot stand high speeds, as the heat generated by fast travel, causes them to blow out.

Most cars the past three years have taken a beating, we say. Gasoline has been a very poor grade, repairs have been hard to get and manpower shortages in the garages has caused a slowing down of repair work. All in all, it adds up to the fact that automobiles just simply are not in any shape to take to the road again at high speeds.

The past week end, with many people taking to the open road again after three years of gas shortage, brought on a noticeable increase in accidents. Are we going into a period of fast, reckless driving, similar to that prior to the war, when the toll of highway accidents was greater than the list of war casualties?

Then too, the slower rate of speed forced upon us by war regulations brought an increased appreciation of some of the delights of traveling, for most of us drove too fast in pre-war days to see what the country really had to offer in scenic values. We have heard many say that they never saw many things along the road, just simply because they were driving too fast.

While we don't advocate the permanent 35 mile an hour speed, yet it is hoped that motorists have learned something during the time the speed limit was effective. Maybe a few will continue to drive at a lower speed.

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DON'T THROW BRICKBATS NOW

The armed forces are doing a great job in getting the soldiers home from Europe more rapidly than anyone hoped for. The railroads, using all available equipment, are carrying the men from the ports to their homes with no more than the delays incident to so huge a mass transportation task.

If you are inclined to complain because you can't get peacetime railroad service, just stop and think what it means when a ship like the Queen Mary lands some 15,000 troops! And the Queen is but one ship, several may arrive in a single day. These troops must be moved—some a few miles, some 3,000 miles.

Never was such a transportation job faced by any railroad system. Responsible officers in the armed forces and in the railroad industry realize that no transportation task of this size can be accomplished as rapidly as this one is being done without some difficulties and discomforts. The total passenger travel on the railroads this year will probably be nearly five times that of pre-war years, but it is being carried with virtually the same number of coaches and sleeping cars then available. This year's load, close to two and one-half times that of the peak year of the first world war, must be carried with 30 per cent fewer passenger-carrying cars.

The railroads would have built more cars to meet the increased traffic demand of recent years, but permission to build them could not be obtained during the war because of material and manpower shortages. The roads are now being allowed to build some cars, but these will not help relieve the situation for some months. Every effort is being made both by the railroads and by government agencies concerned, to secure the maximum use of existing equipment in moving soldiers promptly and with as much comfort as can be provided, with facilities limited by the government's own needs.

Impatience and name-calling will not change the fact that the demands of war convinced those in government who had final authority, that it was not earlier desirable to permit the railroads to buy additional equipment.

Double Standards

Some time ago Walter Lippmann wrote one of his masterly articles under this title. His theme was the double standard of conduct for civilians and soldiers.

I am going to borrow his title for a different theme - the double standard we apply to our conduct and to that of our neighbor. One of the greatest barriers to understanding both between individuals and groups is that we have one standard for ourselves and one for the other fellow.

What we do is right. What the other fellow does is wrong. We start from that premise far too often. If we falter or fail on a job - well, there were good reasons for it. But if the other fellow does - he is a slacker or worse. If we criticize or generalize, we have good reason for our statements - the other fellow just doesn't know what he is talking about.

Our own particular group has a right to lobby for special privileges, to demand concessions. It is the other fellow and his group who are greedy and self-seeking. Any condemnation of our group is wrong - we are individuals. But the other fellow belongs to a group and we damn him by the worst examples of it - which the majority of that group despise as much as we do.

We apply different standards of morality to ourselves than to the other fellow, but what we don't take into consideration is that he generally has as good a case for himself and his group as we have. We each want the most we can get out of life. We are willing to take what we want at his expense. But if the other fellow in any way steps on our toes, he is selfish and is benefiting at our expense.

We dabble in words. A reactionary to us is one who won't move in our direction as fast as we want. A conservative is one who stays put - in the place we want. A radical is one who wants to move in a different direction from the way we want to go. An idealist is scornfully used to mean anyone who is not a realist - one who looks beyond the mud at his feet. We and those who think like us are the only ones in step with the times.

We condemn cruelties overseas and practice them here. We talk about the downtrodden minorities in other nations and then go right ahead setting minorities apart here. We say that democracy is the only way of life for the world, but we don't put it into practice in our national lives or even in our personal lives. We are ready to give lip service to democracy - but nothing else.

Let's get off the double standard and judge others as we would be judged!

THE Low Down From Hickory Grove

One thing our U.S.A. could do, and pronto, is to sit down and dope out where we will be coming out 10 years hence, if we keep on putting in more of our time and money taking care of folks in foreign countries versus our own folks here in Montana and Kentucky and South Carolina and 45 other states.

It is okay to be a Christian and think about your neighbor, and help if you can, but it is not being a Christian or having horse sense to neglect your own family and let it hustle for itself—or go hungry.

We may be nearer the bottom of the barrel than we think. And when we do hit bottom, what country will offer us a loan, or present us a gift? Once we are on our uppers, other nations will give us the cold shoulder—which is human nature. Why didn't the guy, they will say, have some gumption when he was flush versus acting like his sock was a

mile deep, and had no bottom. When some foreign country—except Finland—sends us a check and pays up, it is gonna make a man bitin' a mountain lion, look puny and sick—as news.

Yours with the low down,
JO SERRA

LOCALS

A family reunion was held Sunday afternoon, with Mr. and Mrs. J. A. Putman of 803 North Main as hosts. Attending were several members of the the family from out of town and included: two sisters of Mr. Putman, Mrs. Marie Aukland of San Diego, a Mrs. V. K. Allison with her husband of San Jose; his mother Mrs. W. H. Putman and her sister Mrs. Ella Austin, Mr. and Mrs. Fred Emmett, Ashland, Mr. and Mrs. Floyd Putman of Medford and daughter, Mrs. Shirley Jovin and her son, Mr. and Mrs. Floyd Putman's son, David, who has been in Honolulu; and Paul Prescott, Ashland. After dinner the afternoon was spent in visiting.

Monuments and markers. See Burns Memorials. On the Plaza.

Dr. Blanche Rummel Rice has just returned from Portland where she has been attending the Graduate Seminar in Optometry held by A. M. Skiffington O. D. Dr. Skiffington is the director of the Graduate Clinic Foundation and has done much in pioneering advanced Optometry.

Jones the Jeweler, who has been on located in the room next door to Marshall-Wells store on the plaza, moved this week to his new location at 25 North Main, in the location formerly occupied by a novelty store. The building where Mr. Jones was located is being vacated, as it was purchased by Jacob Weitzel for his store.

Wall Plaques, Mirrors and Pictures. At Marshall-Wells Store on the Plaza. Phone 2-1231

Mr. and Mrs. Eldon Scripter who has been living at 125 Nursery street have sold their home there and have purchased an acreage in the Bellview district. Carpenters have been busy remodeling the new home in preparation to their moving there about September first.

Paul Fennell, genial manager of the local Penney Store, returned to his work Monday, after a two weeks vacation, spent mostly in lazying about the house without a care in the world. Mrs. H. H. Mayberry was manager during Mr. Fennell's absence.

Mr. and Mrs. Bert Marsh and Mr. and Mrs. Richard Marsh of southern California are here called by the death of their mother Mrs. Del Marsh formerly of Bellview.

FOR SALE—Sanilac stock spray. Highest quality obtainable \$1.35 per gallon. "At the Sign of the Flying Red Horse" East Main and Gresham

Mr. and Mrs. Frank D. Skidmore of Weed, California were in Medford Tuesday in the interest of the theatre and later visited his mother Mrs. Helen Skidmore on B Street.

Wall Plaques, Mirrors and Pictures. At Marshall-Wells Store on the Plaza. Phone 2-1231

Mr. and Mrs. F. O. Johnson of Grants Pass have purchased a home in Ashland.

Mr. and Mrs. Rae Smith of Wagner Creek was in town on business Monday.

Mrs. Fearnow and Mrs. Buch of Prescott Ariz. have purchased a place here.

Monuments and markers. See Burns Memorials. On the Plaza.

H. L. Moore and Mr. and Mrs. G. S. Reed were in Evans Creek on business Saturday.

Mr. and Mrs. Charles Rice have sold their home on North Main.

Mr. and Mrs. P. J. Kuchesky of El Monte, Cal. on here looking for a location.

The W. R. C. met Saturday for a covered dish dinner and business meeting, with a good attendance.

Elmer McDonough of Lake View is in Ashland visiting his mother Mrs. Florence Milburn.

Mr. and Mrs. E. F. Roberson have purchased a 5 Acre place near Talent.

Mr. and Mrs. Charles Clause of Medford were calling on friends Tuesday.

Mary Pat Rawe is visiting this week with her parents Mr. and Mrs. Rawe at the family home on Euclid Avenue. The visitor is well known in Ashland as she is a graduate of the schools here, she has been away working the past year.

Doctors, nurses and corpsmen of the Army Medical Department have saved the lives of 97 per cent of the battle wounded who reached hospitals, the Ninth Service Command Surgeon said recently.

Behind Your Bonds Lies the Might of America



VEGETABLES IN WAR

Vegetables, like grains and meat, do double duty to help bring the war to quick victory. They provide vital food for fighting men and are potential wealth that help make War Bonds the best investment in the world. Ohio produces some 70 million dollars worth of truck garden products, potatoes, tomatoes and the like. Over 5,000 acres in Wood county are devoted to tomatoes. Sandusky county has 1,500 acres in cabbage. The tomatoes sketched above are going into a cannery to add to next winter's food reserve.

U. S. Treasury Department

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