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FLIGHT OF THE OLD INCREASING

The constantly increasing cost of living is making the plight of the old and infirm, who have no way of increasing their income, worse day by day. There are but a few now who deny that the state has a definite obligation to see that reasonable comfort is provided for the old who, in spite of exemplary thrift and enterprise in their day, have come to the sunset of life haunted by fear of want. After the war is over the sleepless nights of old people worrying about how to have food and shelter next month or next year will be multiplied by many thousands because of those who will have to go on the scrap heap in order to give returning soldiers and war industry workers an opportunity to reestablish themselves in civilian life.

It is the hope of all who have given the subject serious, sympathetic thought that the Federal Government will some day deal more justly with the aged. The war situation has, however, saddled upon the Federal Government such a multiplicity of responsibilities and demands that Congress may not be able to do anything worth while to revamp the old-age-security program for a long time. The only safe course, therefore, to pursue at this time, in this vitally important matter is to work for it on both state and national fronts at the same time.

The state is in a better position than the Federal government to do something now for the unprotected old people who will be the victims of a circumstance which they cannot avoid when the war is over. When Congress takes steps properly to protect all in old age, the people in their respective states will have to provide the money for it. We can, therefore, hasten Federal action by putting into operation immediately a state plan to be synchronized with Federal law or taken over by the Federal Government. If a number of states will go as far, as any state can go by itself, there will soon be an irresistible demand on Congress to take over the job of providing more adequately and make it possible to have protection regardless of what state one lives in after retiring.

WE NEED CARGO PLANES

The world surface is diminishing and we are practically within the battle lines; our oceans are shrinking and we are practically touching the enemy shores. We have huge freight ships and ideal landing docks, but the enemy has submarines that makes our convoy shipping expensive; we have food and every production means and we have tanks and guns, but we cannot get them to the fighting lines quickly without heavy loss. The answer then is, cargo planes—planes that will place us within the ranks of modern war fare. Cargo planes can load at points of manufacture and unload within easy reach of the allied troops. Ocean transportation cannot do this, neither can it save the most valuable asset in winning this war—time. We have graduated from hand-to-hand battle field fighting and defensive fighting in oceanic waters to critical air warfare. We need our battle ships but distinctly do we need an organized air convoy system.

The problem of food abroad for the needs of our soldiers has become as serious as their need for weapons. The production of the food here at home is apparently not the problem but the question is "whether there will be facilities to process it, store it, and ship it." Here the answer again is cargo planes for they can reduce the detail of loading and unloading from rail to ship and again to rail, delivering it quickly and immediately to the point of need without needless storage. We certainly need cargo planes. "We have the skill, materials, facilities and knowledge to make them, and the operating experience to keep them flying." Perhaps through the use of our knowledge and ability we can help to end this war quickly and efficiently. Then we must put all our resources and effort toward this one aim, regardless of the monetary cost. We must have cargo planes to fight effectively and decisively—by these means we may be able to end this long, hard war.

Question-Answers On Rent Control Act

This is the first of a series of question-answer articles dealing with tenant and landlord rights under the new federal rent control act which went into effect October 1, 1942. This article deals with homes and other living accommodations where present conditions (furnishings, etc) are the same as those which prevailed on March 1, 1942.—The Editor.

Q. What is the legal rent?
A. No more than was being paid on March 1, 1942, when rents were "frozen" under this law.
Q. Is the tenant entitled now to all services and equipment available on March 1, 1942?
A. Yes, if any such services or equipment have since been withdrawn, he is entitled to a downward adjustment of rent by the Rent Director.
Q. What should be my procedure if my landlord attempts to charge more than the legal rent?



Monty Woolley and Anne Baxter in a tense dramatic scene from their latest picture, "The Pied Piper," co-starring Roddy McDowall.

SHUTE WROTE "PIED PIPER" AT "HOUR-A-NIGHT" PACE!

Nevil Shute, the famous author, advised 20th Century-Fox that he couldn't go to Hollywood to write for the movies—he's much too busy designing airplanes! Studio executives, who made the film version of Shute's famous novel, "The Pied Piper," coming to The Varsity Theatre Sunday, Monday and Tuesday, had hoped to get him to do an original story for them. But they received the message from him "somewhere in England," where he holds the rank of Lieutenant Commander in the English Navy. To their amazement they discovered that Shute, whose whimsical "Pied Piper" was one of the best sellers of the past winter, is

not an author by profession but an aeronautical engineer. His full name is Nevil Shute Norway and he wrote "The Pied Piper" at the rate of an hour a night, after having worked fourteen hours a day on airship plans. But the story of "The Pied Piper" had gotten such a hold on him that he couldn't stop writing, no matter how tired he was—and he rushed it through to completion. Its success, first as a serial and later as a novel justified his late hours. As Nevil Norway he designed the famous R-101 dirigible, in the twenties, and sailed it to Canada and back on its initial voyage.

or withdraws services which were included in my rent on March 1, 1942?

A. If the landlord refuses to comply with the law, consult your local rent officer.

Q. I have been renting a flat to my father, who has a very small income, for \$20, although the rent should be about \$40. On March 15, 1942, he moved to the home of my brother. Must I now rent this flat for \$20?

A. In this case, and in a few similar cases, you can petition the Rent Director for a new rate comparable with those of other units in your neighborhood.

Q. I signed a lease on June 1, 1942 at a rate higher than that charged on March 1, 1942, must I pay this rate?

A. Only as the increase applies up to October 1, 1942. From that date on you can pay only as much as the quarters rented for on March 1, 1942. The "frozen" rents of March 1, 1942 must remain in effect after October 1, 1942 regardless of written or oral lease agreements.

Q. If a tenant wants to pay more than the maximum rent in order to obtain the living quarters he wants, may he do so?

A. No. The landlord cannot receive more than the maximum rent permitted by law. For the landlord to agree to a higher rent makes him subject to civil and criminal penalties for evasion of the rent act. The tenant would be equally guilty.

Q. What are the penalties for failing to comply or for "willful falsification" of statements?

A. \$5000 fine, or one year in jail or both.

Q. If my landlord fails to furnish services after October 1, 1942 which prevailed on March 1, 1942, what should I do?

A. See your local rent officer.
Q. If my landlord has charged

me more than the legal rate, can I get a refund?

A. Yes, for any overcharges from October 1, 1942 on.

Q. The former tenant of the apartment I now occupy paid \$35 per month. I moved in on April 1, 1942 and was asked \$40. Must I pay this amount?

A. No. You pay after October 1, 1942, the rate prevailing on March 1, 1942, regardless of who was living there.

Q. I took an apartment on May 1, 1942. How can I be sure what the rent as on March 1, 1942?

A. You can ascertain the March 1, 1942 rent by asking your landlord for his copy of his registration form or, if he refuses, ask the Rent Director.
(Continued Next Week)

Red, is IT! This, the most popular color of the season is seen in coats, hats, dresses, shoes and what not. Red reversible coats are the go and toppers and camel-hair coats are also at the top of the list. Military attire is also being worn and red, white, and blue is always good.

Practically every color is being worn this year so girls, you shouldn't have a hard time choosing your wardrobe. Your wardrobe may be either large or small but just remember in choosing it to choose the clothes that suit you and not the movie magazine model.

First Wedding Rites Performed at Camp White

Margaret Rose McKenna of Van Nuys, Calif., became the bride of Private First Class Walter W. Peterson Thursday night at Camp White, Oregon, in a ceremony arranged by Service Club No. 1 of the camp. The ceremony, under the direction of Mrs. C. L. Hopkins, director of Service Club No. 1, was performed at the headquarters chapel and read by Chaplain John B. Porter.

First ceremony in camp in which all details were handled by an army service organization, the ceremony included a song by Miss Rena Semenza, senior director of Service Club No. 2, and a wedding march by Miss Heckman of the Medical Division. Pvt. Raymond H. Peterson acted as best man, and Mrs. Berenice Rupp, junior director of Service Club No. 1, was bridesmaid.

Pvt. Al Hunger gave the bride away, and Pvt. Robert Enright was in charge of flowers for the chapel.

DID YOU KNOW

There should be no double parking on the streets, and only 15 minutes parking in the Plaza Zone.

The little business man has hooked up with the forgotten man of '32.

"Arizona" shown at the Lithia last week was a great play. Free Lecture on Christian Science at Medford, October 13.

Look Before You Leap in November

By DON TREADGOLD

How many of us are aware that there will be an election on November 3? How many of us know the candidates' names, let alone their policies? How many of us will take the trouble to vote on the first Tuesday in November?

The lack of interest in politics is not surprising, when there are so many more exciting matters to claim attention. But interest or not, the failure of more voters to take an intelligent part in choosing their candidates, in a year as crucial as this, is amazing. Congress has been the brunt of bitter attacks for months because of alleged incompetence, but now that the voters have a chance to change congressmen, they are apathetic.

—Oregon Emerald
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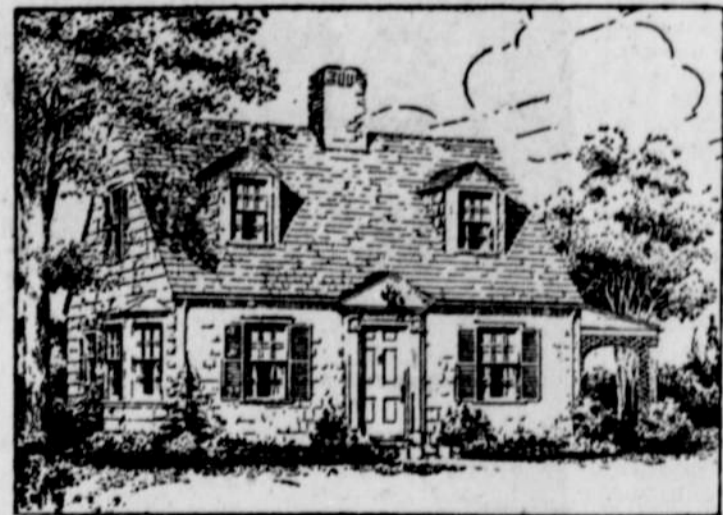
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