

Southern Oregon Miner

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ANOTHER NAIL

One of the most remarkable jobs ever done by the fire insurance industry was the recovery of 10,000 tons of crude rubber which was given up for lost in the disastrous Fall River fire which destroyed the 30 buildings containing the rubber at the Firestone plant at Fall River, Massachusetts, October 12, 1941.

The recovery of this rubber illustrates an asset of the United Nations which cannot be put down in figures, namely, the ingenuity and ability of free enterprise to adapt itself quickly and successfully to meeting and mastering emergencies.

American business men, unaccustomed to accepting the word 'impossible,' would not concede that all the rubber was lost at Fall River. Despite the hopeless outlook, the Rubber Reserve Corporation, the Firestone Company and the fire insurance companies tackled the salvaging job.

The Underwriters Salvage Company, owned by fire insurance companies and operated in 36 states, went to work. "Strip" mining methods were used—Steam shovels, a crane, trucks and heavy equipment for mining operations. What amounted to a steam laundry was built to clean chunks of "mined" rubber of dirt and muck, by live steam at 200 pounds pressure.

Through winter, spring and summer 65 men working three shifts "laundered" the recovered rubber. It was shipped to the nation's leading rubber goods manufacturers. Today it is on the fighting fronts—10,000 tons that was given up for lost.

Once more, private enterprise drives a nail in the Axis coffin.

THERE IS A DIFFERENCE

Captain Eddie Rickenbacker, after returning from his gruelling experience in the South Seas and his inspection of fighting fronts, is the only man who has said what the American people need to hear in connection with production problems. In the newspapers and in the news reels he said that if the soldiers could be transferred from the hell-holes they occupy on the battlefronts, to our factories, and if the employees in the factories could be transferred to the hell-holes, production in this country would double in thirty days.

By the tone of his voice and his expression, you could see that he was disgusted with the Pollyanna talk about workers at home being classed as filling "battle stations."

Captain Rickenbacker emphasized that nothing the people in this country can do will in any measure equal what the boys on the battle lines are doing. They don't get overtime pay and they work day and night if necessary.

The people agree with Captain Rickenbacker. Just because some of us wear "tin hats" at home, we don't want to become swelled up with the idea that we are filling "battle stations"—we are not. Battle stations are where the bullets fly and men are dying; where men work as long as there is something to do; where orders are obeyed; where freedom for the individual are the guiding stars.

RAILROADS WIN NAVAL VICTORY

The prophets who a few years ago cried that the railroads were as out of date as the horse and buggy, are without honor at home or abroad. Our railroads probably saved this country from an invasion.

For example, they moved soldiers and supplies to the critical danger points in a matter of hours following Pearl Harbor. Without firing a gun they became one of the greatest obstacles to the success of Hitler's submarine campaign on the Atlantic.

James F. Byrnes, Director of Economic Stabilization, is quoted in the newspapers of December 30, as saying: "The railroads have done a magnificent job. Before Pearl Harbor there were 5,000 barrels of oil delivered in Eastern Seaboard territory a week. Two weeks ago it was 761,000 barrels a day . . . we have to look for relief from the immediate situation to the railroads and railroad tank cars."

By their ability to do this unprecedented job of moving oil overland, the railroads snatched from the submarines one of their greatest prizes, thus winning what might be termed a major naval victory.

It would be impossible to estimate what the efficient functioning of our railroads means to this country in the fight against our enemies.

TIME TO HELP

The right of any business to advance by the initiative of its owner or management, operating on a competitive basis, has given this country a merchandising system that is now of incalculable value to consumers

United Nations Are Blasting The Axis Powers As Defense Plants Are Working 24 Hour Shifts



(1) This mountain of machines operated by women "Somewhere in Canada" eject 303 Brass cartridge cases. (Photo WIB, Ottawa) (2) This girl sits on the floor as she installs Copper cables on a basic trainer. (Photo Vultee Aircraft). (3) "Somewhere on the Pacific Coast" Norma Rae is reaching for a high note as part of the U.S.O. entertainment. (Photo Acme). (4) Australian women like those of other United Nations are working. This woman is servicing the staff car she drives. (5) A Girl Coppermith somewhere in England brazing Harness Tubes. A perfect joint has to be made. (British Official Photo).

PRODUCTION of Ships, Planes, Tanks, Ammunition and other war armament by the United Nations has long since exceeded those of the Axis Powers. Soon the United States will be producing more equipment than Germany, Italy and Japan. The great Copper mines of this country and South America are working three eight-hour shifts so that the Brass fabricating plants and other industries turning out war materials for our armed forces and

those of the United Nations will have a sufficient supply of the red metal to keep them going full blast until the Axis Nations are utterly crushed. Millions of pounds of Copper and Brass are being used each month in this country while many other millions are being shipped through Lend-Lease to other of our Allies. Three million women are working in War Industry plants while more than twice that number are employed in England, Russia, Canada and Australia are also employing many women.

in money saved, and in the greater variety and better quality of products and merchandise offered.

Retail stores never before faced such problems as today. Securing goods for distribution requires expert knowledge, foresight and an understanding of laws and regulations here-to-fore unheard of in this nation.

There is one request that merchants now make of all consumers: Between now and the time full war rationing takes effect late in February, don't hoard. The merchants ask this because they are cooperating with the government to the utmost to avoid disruption of consumer supplies. Merchandisers, no matter how efficient, cannot distribute products that don't exist. Lend-lease and military demands have made deep inroads on supplies of all kinds. It is up to the consumer to cooperate in dividing what is left.

RICKENBACKER SQUADRON

Ten thousand workers in the Ingalls Shipyards in Mississippi have organized the "Rickenbacker Squadron" in honor of Captain Eddie Rickenbacker, and have agreed to increase production, "stick closer to and work harder at our jobs and to reduce absenteeism."

The squadron was organized by patriotic American workers following the Captain's simple and sincere message on his return from Guadalcanal. Part of his comment was "If only our people at home could know what those boys are doing for us and for our future generations, I think we would take this war more seriously."

We venture to recommend the spirit of the "Rickenbacker Squadron" not only to American workers in war industry, but to all Americans who want to share a bit in the winning of the war.

THE TEN COMMANDMENTS

A group of laymen, Episcopal, Methodist, Presbyterian, Lutheran and Baptist in Charleston, S. C., is alarmed that a high percentage of children between the ages of ten and eighteen, do not know the Ten Commandments. They have organized "The Society for the Propagation of the Ten Commandments" and are urging clergymen and parents to resume the old practice, once almost universal, of teaching children the Decalogue. The "Society" plans to hold no meetings, to write no by-laws, but to extend its membership and to work personally for its stated purpose.

JEFFERS DEMANDS ACTION

Rubber Director William M. Jeffers has stated several times that he would "go to the people," and tell them all about the delays in the production of synthetic rubber. He doesn't seem to realize that he has already blown-off-the-lid in Omaha style in criticizing "too many experts in Washington," in which he has included "experts" in the Army and Navy.

United States consumption of eggs in 1940 was 311 per capita compared with the record high of 342 in 1937 and the record low of 276 in 1935.

For the first time in more than 12 years, Russian furs will be auctioned in New York.

Thomas Jefferson is often called the god-father of the United States marine band.

If one would be successful in the future let him—make the most of the present.—Mary Baker Eddy

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