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Lifted Editorial

WHEN JOE CHANGES CLOTHES

"Lately at this post," writes a soldier from Fort Warren, Wyoming, "and I suspect at other posts as well, there has been much haphazard conversation among soldiers about what a bowl of cherries civilian life will be when they return to it. To counteract this type of thinking, the Fort Warren Sentinel, the serviceman's weekly, carried an editorial. I hope you find it worthy of comment."

While admitting that the GI bill of rights will help—though it will hardly enable the ex-soldier to live like Doris Duke—the Sentinel advises:

Save your money, buy bonds, make a down payment on a farm or small business. Don't count on help from any quarter. Be prepared to go it alone. To do that successfully will require the same courage and resourcefulness that it took to whip the enemy in combat.

The advice is good, but it should be accompanied by a reminder to employers that they are under obligation to give returned veterans their old jobs. GI Joe, Barnacle Bill, and the others will be wise not to expect a sedan chair at the railway station, but certainly each one of us at home is open to a charge of ingratitude if, able to help, he fails to do his utmost to repay the debt he owes the men in uniform.—Christian Science Monitor

WHAT IS LABOR?

By RUTH TAYLOR

What is Labor?

It is not a class, set apart by barriers of tradition and age-old customs, and bound over to pass on its menial tasks from father to son throughout the coming generations.

It is not a party, a pressure group that can be counted upon to vote as a unit at the order of a leader. There is no trade union official who has ever been able to deliver the vote of his organization.

What is Labor?

It is the rank and file of the productive workers of the country—the men and women in office, shop or factory, in the fields or on the sea. It does not matter where they work, whether it be in teeming city, or on a lonely hillside farm, whether the sound in their ears is that of whirring machinery or the slap of waves against a small fishing boat. So long as they produce or help in production proves they are Labor.

What is Labor?

It is the average American, doing his best at the job for which his own particular skill best fits him, working hard to make a living for his family and to see to it that his children get a better education, a better start in life than he did, as did his father before him.

What is Labor?

It is the men and women who believe in the principles of Democracy, in the right of all men to be free, to work usefully and creatively through the productive years at a wage adequate to furnish the necessities and some of the luxuries of life: who for these rights and those guaranteed to them by our Constitution are willing and eager to fulfill all the duties and obligations of citizenship.

What is Labor?

It is the great mass of Americans who throughout the years have learned how to work together for the common good and who are an integral part of our great union of states, built upon the firm foundation of freedom and equality of opportunity for all men, regardless of class, creed or color.

Lumber Use To Be Determined by Emergency Need

Home owners needing lumber for repair work will not be given preference ratings to assist them in obtaining lumber except in extreme emergency cases, Kenneth B. Colman, regional director of the War Production Board said today.

WPB officials pointed out that the thousands of home owners who are flooding the WPB and Federal Housing Administration field offices with applications to receive assistance through preference ratings cannot expect such assistance in getting lumber except for extreme emergency repair purposes.

Lumber for making non-emergency repairs is bought on unclassified and unratified orders from lumber dealers who have been allotted small quantities of lumber for the third quarter of 1944 to take care of the essential requirements of small consumers.

The public is reminded that priority assistance be given to obtain lumber for essential housing repairs only in cases of justified emergency.

In general, according to Colman damage caused to dwellings by fire, flood, tornado, earthquake, storm or similar catastrophe is considered justification for emergency ratings when the damage is of such a nature as to make the dwelling unfit for continued occupancy. Examples of such damage are: leaks in the roof, weakening of the framework, separation of lateral supports from the main supports of the structure, broken joists or risers.

"Deterioration of lumber because of wear and tear will not be considered an emergency need for lumber if the parts to be replaced will function without repair for at least another three months," Colman advised.

Applications for emergency ratings to obtain lumber for emergency repairs should be made to the nearest Federal Housing Administration field office on Form WPB-2896 and must show that the extent of the damage is such that the dwelling is unfit for use unless repaired.

Homeowners are urged by WPB and the FHA to refrain from attempting to obtain rating for any but the most essential emergency lumber needs. Direct and indirect military requirements for lumber are so high, and total essential lumber demand so far in excess of supply, that all unnecessary use of lumber must be curtailed, Colman said.

Passenger Car Numbers Decrease

There are 130 less private cars in Oregon today than there were a year ago, according to registration figures compiled in the office of Bob Farrell, secretary of state, at Salem.

At the end of the first seven months of the year, there were 323,543 private passenger cars registered in the state, a drop of 130 from the registration figure a year ago.

The reduction in the number of passenger cars operating on Oregon highways and streets is attributable to individuals leaving the

state, cars not registered due to gasoline and tire restrictions, and to natural scrapage, Secretary Farrell said.

"Over the nation as a whole, motor vehicles go off the road at the rate of 5,000 a day as a result of normal scrapage," he said. "In Oregon, this figure amounts to 80 vehicles per day."

"This rate scrapage means that the state is certain to lose many vehicles in the normal course of events. But when traffic accidents add to this rate of scrapage, then the state is losing vehicles unnecessarily. This unnecessary loss of vehicles must be prevented now the new cars cannot be obtained."

Farrell emphasized the fact that motor vehicles are necessary to the maintenance of essential civilian economy. In this state, 22 percent of the urban population is not served by any transit system and are dependent on privately operated vehicles for their transportation needs.

In order to conserve existing vehicles, Farrell urged drivers to exercise care and good traffic judgment in their driving. By observing regulations, considering the rights of others and putting skill and judgment first in driving, most traffic accidents can be avoided, he declared.

Jap Sub Said Found Hiding in Tuna School

A craft believed to be a Jap submarine was sighted near De Poe Bay last Thursday night, according to the North Lincoln News-Guard.

One boat, member of the tuna trolling fleet proceeded slowly in thick fog. The helmsman saw a dark object loom directly ahead. Thinking it was another trawler becalmed by engine trouble he was about to signal.

Suddenly, he knew it was no trawler.

His fishing partner, sensing a peculiar tenseness of a situation, came beside him and they held hurried consultation.

They slightly altered their course enough to take them obliquely past the long hulk. Yes, it was a Sub, and there was a watch on deck.

Without a word the fishermen brought their boat into moorage at De Poe Bay. Then, details as to location, size, deck arrangement, etc., were reported given to authorities.

Use of "F" Truck to Help Out Neighbor Is Approved By Law

The extent to which farmers owning trucks of "F" plate registry are authorized to do haul work for their neighbors is explained in the recent bulletin on farm transportation facts issued by the O.S. C. Extension Service as a leader's handbook. Paul Carpenter, author of the bulletin and leader of the Extension Service farm transportation project, obtained legal opinions on this subject, which include the following essential facts:

(1) Any "F" plate truck owner, in addition to hauling his own produce and supplies to and from his farm, may "infrequently" and for a nominal consideration haul such crops and livestock produced and supplies consumed and used by other farmers in his immediate neighborhood.

The term "infrequently" is defined as meaning any number of trips not exceeding 20 in any one month and not exceeding 40 trips in any one year. The "immediate neighborhood" is subject to a common-sense interpretation and varies widely in different part of the state.

(2) For a nominal consideration but without limitation as to frequency he may haul to any market the agricultural commodities produced by neighbors and may to deliver farm supplies to them, provided such neighbors are within a radius of five miles of the name.

farmer furnishing the hauling service if the operation is west of the Cascade mountains, or within a radius of 10 miles if east of the mountains.

"Nominal consideration" is defined as any charge mutually agreeable. To an increasing extent farmers hauling for other farmers are charging the published rates permitted common and anywhere-for-hire carriers, says Carpenter. No restrictions as to distance, frequency or consideration apply when an "F" plate operator hauls farm products from a farm adjoining his own.

"Operating privileges for "F" plate holders are more liberal than generally appreciated," says Carpenter. "Most violations arise from unsafe equipment on the highways and from hauling non-agricultural products or supplies."

Rare Tree Blooms

Medford. — A "Golden Rain" tree, brought from Indiana four years ago by Mr. and Mrs. H. G. Wilson, and planted on the public library lawn, is now blooming. It is a rare tree for these parts. It has fern-like red leaves, and bears yellow blossoms, which turn to seed pods. After the first frost delivered farm supplies to them, dust will fall, giving the tree its name.

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