

Cottage Grove Sentinel

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Editor

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MIGHT BE JOKE ON EUGENE.

We are informed that Eugene wants our tie plant. She also wants the car shops of the Southern Pacific which Springfield believes have been promised to her.

We are informed that Eugene also wants the Southern Pacific division point moved from Junction City to Eugene.

Why the county seat overlooked asking for the general offices of the road is yet a mystery.

The result of this action by Eugene is that for the first time in years Nesmith county, with Cottage Grove as the county seat, has been seriously mentioned.

The Springfield delegation which visited here Thursday suggested that if Cottage Grove ever wanted a new county now is the time to go after it.

It could be said with equal force that if the western end of the county wishes to be set aside in a new county now is the time for the effort.

If the south end and the west end should join forces, they would have a good chance to get the necessary 35 per cent of the vote

in the old part of the country. Votes cast in the part that would be laid off for Nesmith county would count as coming from the old part of the county so far as a proposed western county would be concerned. Votes cast in the west end upon Nesmith county would count as coming from the old part of the county so far as Nesmith county would be concerned.

If these two portions of the county are serious about wishing to be set off into counties by themselves, and there is plenty of territory and wealth in both sections to warrant such action, the feeling against Eugene is such at this time that there is quite a likelihood that such propositions could be put over.

It would be something of a joke if Eugene's attempts to get all the Southern Pacific's pay rolls centered in Eugene should result in the loss of half of the county.

And it might fail to get the pay rolls and yet lose half the county. That would be almost too much of a joke.

There need be no hard feelings on the part of Eugene in case a county division movement should be started. Let it be such a friendly competition as that of Eugene with Springfield.

Down in San Francisco Miss Cocksell is going to marry Mr. Henn. Unquestionably their daughters will all be flappers.

Tree Has Fruit and Blooms.

A freak for this time of the year is a Petite prune tree on the J. M. Durham city property which has both green fruit and new blooms. Blooms in the fall after a crop has been picked are not unusual but so far as The Sentinel knows this is the only instance of a fruit tree here putting out second blooms in the middle of the summer.

Filing cabinets. The Sentinel.

Church News

Presbyterian Church—A. Ralph Spearow, pastor. Sunday school at 10, evening service at 7:30. Mid-week services Wednesday evenings at 7:30.

Baptist church—W. O. W. hall, J. C. Orr, pastor. Sunday school at 10 o'clock, services at 11 o'clock and 7:45. B. Y. P. U. services at 7. Prayer meeting at 7:30 Thursday evening at the Roy C. Howard home, 110 old north Pacific highway.

Christian Church, the "home-like" church—A. J. Adams, minister. Sunday school at 9:45, sermon at 11, Christian Endeavor at 6:30, evening service at 7:30.

Methodist Church—J. H. Ebert, pastor. Sunday school at 9:45, morning worship at 11, Epworth League at 7, evening service at 7:30.

Free Methodist church—Corner of Monroe avenue and south Fifth street—D. S. Forrester, pastor. Sunday school at 10, forenoon services at 11, evening service at 7:30. Prayer meeting at 7:30 Thursday evenings.

Seventh Day Adventist Church—West Main street. Services every Saturday. Sabbath school at 10, church service at 11; prayer meeting Wednesday evenings at 7:30.

First church of Nazarene—Eleventh and Adams, Harold E. Bottemiller, pastor. Sunday school at 9:45, forenoon service at 11, evening service at 8. Prayer meeting at 7:30 Wednesday evenings.

Sunday school services in the Latham school house every Sunday at 9:45. Mrs. Hugh Trannell, superintendent; Mrs. Winnie Hagerty, assistant superintendent.

POWER OF STAR MOTOR SHOWN BY TRIP TO YOSEMITE

Non-Stop Record Run Surprise to Officials and Observers Who Make Hard Journey.

Indisputably demonstrating the power of the "Million Dollar Motor," a strictly stock Star touring car, locked in high gear and travelling under official observation, has conquered the famed Wawona road into the Yosemite Valley. The difficult climb was made carrying an official observer in addition to the driver, a feat never before accomplished by any motor car.

In a relentless campaign, covering the entire Pacific Coast territory, the Star car has been shattering hill climb records and accomplishing high gear victories in a series of power demonstrations which eclipse anything of a like nature ever before witnessed in the entire history of the automobile. The world-famous Wawona road is the latest victim to be added to the long list by the Star car.

F. C. Commins, Los Angeles Examiner newspaper man, served as official observer on the gruelling run from Los Angeles to Camp Curry, while Julius Dusevoir, factory testing engineer, drove the sturdy Star the entire distance. The trip was a non-stop run as well as the greatest high gear feat yet accomplished by the Star. It also proved an economy run for the Star.

No stops were made for oil, gas, water or mechanical adjustments throughout the 365 miles of the run. The route followed was the same as that taken by the pilots in the annual Los Angeles-Camp Curry economy run and is the shortest distance from the southern metropolis to Yosemite Valley. The route is over the Ridge Route with its countless turns, through Fresno and thence over the dirt roads and steep grades that lead through Course Gold, Fish Camp and Wawona.

Commins, the observer on the run, a disinterested newspaper man, was amazed at the performance of the car. He said he knew the Star was a "performing fool" and that it was famous from one end of the country to the other for its many high gear and hill climbing records; but he was greatly surprised when the Star triumphantly levelled off the three greatest hills encountered on the route. The long climb out of Wawona, the steep grade to the summit of Chinquapin Mountain and the long grind from Grouse Creek practically all the way to Inspiration Point caused him to marvel and comment enthusiastically on the great power of the famous "Million Dollar Motor."

On the long, non-stop, high gear economy run the Star car used but 9 1/2 gallons of gasoline and scored an average of 36.91 miles to the gallon. This gas mileage is far ahead of that of the winner in the recent Yosemite economy run in which Dusevoir drove a Star coach with an average of 27.96 miles to the gallon.

The feat is all the more remarkable when it is considered that it was but the third time Dusevoir had been over the course. Often a driver will make as many as ten practice runs before attempting an economy run into the Valley and no man is ever picked to drive on any kind of demonstration over the Yosemite roads unless he is a veteran of many past runs over the difficult route.

Another remarkable feature of Dusevoir's most recent achievement is the time in which he covered the 365 miles of highway in the Star. The car was officially checked out of Los Angeles at 5:13 a. m. last Wednesday morning and reached Camp Curry, where it was officially checked in at 7:35 o'clock that same evening. This makes Dusevoir's time 14 hours and 22 minutes, and bears evidence of the fact that he pushed the Star over the roads and did not spare the car or conserve fuel.

Merely averaging 25.67 miles per hour from the heart of the business section of Los Angeles to Camp Curry is a feat worthy of much favorable comment; but making that average speed on a non-stop, economy and high gear run, is nothing short of wonderful. On high gear runs over the Yosemite roads in the past, drivers have taken many hours to cover short stretches; but the Star car rolled along as a comfortable touring speed and scored a four-way victory over all contenders for the same honors.

Officials of the Star organization were not satisfied with the showing of the Star coach in the Yosemite economy run although Dusevoir made the highest gasoline mileage, 27.96 miles per gallon, recorded by any entrant. This was done on Dusevoir's first run over the road, and H. W. Curtis, director of sales and branches for the Durant Motor company of California, believed that he could greatly increase this mileage if he were given another opportunity at the wheel of a Star car.

The Star testing engineer was given another trial; and with the knowledge of the roads gained on his previous trip into and out of

the Valley, he was able to establish the greatest economy record ever made on such a run, registering a non-stop high gear record as well.

Car, driver and observer were heartily congratulated at the end of their run in Yosemite by officials of the famous national playground and by government rangers who have watched thousands of cars come into and go out of the Valley and had seen many unsuccessful attempts to reach the mountain wonderland in high gear.

Chief Ranger F. S. Townsley, Bob Williams, associate manager of Camp Curry and garage mechanics checked gears, equipment and gas mileage. The car remained untouched in the Camp Curry garage while the driver and observer tested a few hours before starting back to Los Angeles where the car was again checked for stock gears and equipped by Harry A. Miller, famous builder of racing automotive engineers in the world today.

On two previous occasions, cars have claimed the glory of making Yosemite Valley in high gear, but never before the victory of the Star car was the achievement officially observed and recorded. The two cars, both much higher in price than the Star car, carried drivers only. They also consumed many hours on the road.

According to Observer Commins, the trip was made in much the same manner as any ordinary motorist would drive his car, so far as speed was concerned. In the heart of the mountains, Dusevoir drove at a comfortable pace and at no time on the highway did his speed mount over the legal limit.

"In fact," said Commins, after the run, "I had to wonder if, after all, it was really a high gear run that we made. It seemed more to me like a pleasure trip. The car rode the rough spots with ease and seemingly, had no difficulty on the grades. That such a thing was possible, I frankly did not believe. Now I am convinced of the remarkable power of the Star motor."

SOCIETY

One of the interesting events given last week was the surprise slumber party for Miss Laurabell Edmisten, given by her mother, Mrs. A. L. Edmisten, at her home Thursday evening. Members of the choral club: Helen Ostrander, Nina Mitchell, Alberta Williams, Margaret Land, Delta Hopper and Laura Stewart with Mrs. A. G. Williams and Mrs. Herman Edwards were the invited guests. A midnight supper was served and a chicken breakfast Friday morning.

A delightful picnic was held yesterday at the S. L. Godard home, the occasion being the birthday anniversary of Mr. Godard. Guests for the affair were the H. W. Titus family, Mr. and Mrs. H. R. Godard, the George Jacobsen family, all of this city; Mr. and Mrs. E. R. Spencer and Mr. and Mrs. Carlton Spencer, of Eugene. The Titus family were also breakfast guests of the Godards.

The marriage of Mrs. Opal A. Hand and Robert Lee Jones took place in the parsonage of Dr. E. V. Stivers, pastor of the first Christian church of Eugene, Thursday evening. They will make their home in Mill's apartments temporarily. Mr. Jones is employed on the O. P. & E. railroad.

The Keepers of the Den held their regular luncheon Thursday noon at the Gray Goose, having as guests Miss Mildred Leham, who is to be supervisor of the playgrounds during the coming summer, and Miss Frances Pierce, both of Eugene.

The Past Matrons' club held their final session for the season Monday afternoon. Mrs. G. M. Scott, the president, was the hostess. Sweet-peas were the decorations. Business and social sessions were held and dainty refreshments were served.

The Joker club enjoyed a 6:30 dinner Friday evening at the Gray Goose, with Mrs. W. E. Lebow, Miss Esther Silsby, Mrs. T. C. Wheeler, Mrs. O. M. Miller and Mrs. H. H. Veatch as hostesses. A bowl of prettily tinted sweet-peas centered the table and fan place cards were used. Following the dinner the guests were taken to the Miller home, where the evening hours were pleasantly spent at five hundred. The rooms were prettily and profusely decorated with wild flowers of many varieties. Invited guests of the club were Mrs. H. A. Miller, Mrs. J. P. Graham, Miss Belle Burkholder.

Weighting no more than an ordinary sack of flour, Miss Lillian Kyle, who tips the scales at 98 pounds, has won her way from the ranks of the chorus to appear as featured dancer with the Golden Gate Girls who are presenting one of the headline acts on a circuit of theaters.

Still it may be said of this comely Irish lass, who originally came to vaudeville from a dancing school in San Francisco, that she has stood foremost from the rest. To have seen her years ago, and see her now appearing with the above show, it would be surprising to note the difference, for her return is one of the features in a number of dance steps that are unique in presentation.

Mrs. J. C. Johnson and Mrs. W. W. McFarland. This was the last meeting for the season.

The Mothers' club met Saturday afternoon at the home of Mrs. L. McAboy, who has been in charge of the relief work. As Mrs. McAboy is leaving soon for California to be gone a month, Mrs. T. C. Shaw, vice president of the club, will have charge of this work. The club sent a bouquet to their president, Mrs. Darby, who is in Eugene suffering with rheumatism. The club decided to make a quilt for the children's farm home at Corvallis. Each member is to piece one or more blocks. Those wishing to aid in the work should communicate with Mrs. Shaw.

The LaComus club will close this season with a picnic to be held next Tuesday. The members and their children will go to the picnic grounds in the afternoon and the men will follow after business hours.

The H. D. S. club has disbanded for the summer.

Bartell is Building Deer Park. C. A. Bartell is making a deer park of the several lots on east Main street just east of the city park which he owns. He will remove to this park the four deer which he has had in the small park across the street from his hotel.

One of Portland's most interesting wedding- and one of interest here was that of Miss Charlotte Banfield, of Portland, to William H. Johns, of Ontario, Can., which took place Friday afternoon in the chapel of St. Stephen's cathedral, Portland. The bride is a sister of Mrs. S. S. Lasswell, of this city, whom she has frequently visited. She was for several years a member of the faculty of the school of dramatics at the University of Oregon. The ceremony was beautiful in its simplicity. The bride was attired in a simple gown and was attended by Mrs. Lasswell, Currow Slater, of Portland, who is also known here, attended Mr. Johns. Forty-five guests were bidden to the affair. An informal reception followed. Invitations had been extended to 125 guests. Mr. and Mrs. Johns left Sunday for Los Angeles and from there they will go to Canada to make their home. The Lasswell family were present at the affair.

Nine-year-old Ailee Stoneburg was a charming little hostess Thursday afternoon at a birthday party at the home of her parents, Mr. and Mrs. Harry Stoneburg. Ice cream and cookies were served.

Tabernacle Being Roofed. The roof of the camp meeting tabernacle on east Main street was covered with red roofing paper last week. The building was completed last year with the exception of covering the roof. The annual camp meeting will start July 22.

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SUMMER SCHOOL ASK ABOUT IT The Business College will be in session throughout the Summer Months. All classes will be conducted the same as during the regular school year. EUGENE BUSINESS COLLEGE A. E. Roberts, President. 992 Willamette St. Phone 666 Eugene, Oregon.