

High School Notes

Every year the high school has observed the week before Christmas as a gift week. Those who can should bring clothes, vegetables, fruit and toys and leave them to be distributed to the needy of our community.

This year the program for this week has been arranged as follows: Monday, clothes; Tuesday, vegetables; Wednesday, canned fruit; Thursday, toys; Friday, candy and nuts.

Work is scarce this winter, as it has been every winter, and there is much sickness. Many breadwinners have no work. Many are unable to work because of sickness. Their families need help. You probably have some toys which are too good to throw away but which you can not use. Bring them. If you have a garden, bring vegetables, and a jar of fruit would never be missed from your pantry shelves. Hunt out old toys which have been discarded because they are no longer bright and new or because you have outgrown them. They will be appreciated by some child who has none. Why would your Christmas holiday be without candy and nuts? Not much. Well, then, send a sack of candy or nuts or a dozen oranges to those who cannot help themselves. Santa Claus is merely the spirit of Christmas giving personified. Play Santa and make others happy. It will give you a grand and glorious feeling to think you have made a little more happiness in this community and your own Christmas will be made brighter.

Hert Kerns, coach of the Cottage Grove high school, attended a meeting of coaches and principals Saturday at Corvallis. The basketball schedule for this season was arranged.

Hereafter instead of publishing only an honor roll of students whose grades are no lower than B, the names of students whose grades are no lower than C+ will be given under honorable mention. The honor roll for the last six weeks is: Seniors, John King, Everett Aulau, Genevieve Moranda, Helen Olson, Sara Riley, juniors, Ellen Ellis, Alderene Espy, Mildred Coates, Ralph Monroe, Genevieve Malvick, Bertha Remington, sophomores, Della Gallo, Florence Kehlbeck, Alma Morgan, Frances Randall, Florence Rogers, Elbert Smith, George Kehlbeck, freshmen, Mildred Chapman, Wayne Monroe, Ruth Olson, Katherine Young. Those receiving honorable mention are: Seniors, Glen Arno, Ellen Arno, Della Caton, Harold Cooley, Connie Hutchinson, Babe Melick, Gladys Yentous, Hazel Yentous, juniors, Beth Redd, Esther Evenson, Llewellyn Rex, Alberta Williams, sophomores, Jean Allison, Carolyn Gramis, Maxine Nelson, Delbert Saffoy, Eva Scheufele, Belbert Sikes, Harold Tunnole, freshmen, Rita Bailey, Victor Goff, Edward Graham, Edna Hand, Amy Johnson, Florence Leonard, Gladys Siemann, Evelyn Smith, Rollie Wells, Eleanor White, Robert Hunt.

The agriculture class held a debate Friday. The topic was: Resolved that Jesses are the most economical class for this community. The negative side won. The negative team was composed of Kenneth Ward, Robert Hunt and Donald Bone, and the affirmative team was Lewis Cave, Rollie Wells and Alva Wakefield.

Dan Lansing went home from school Monday morning because of illness.

Elmer Allen, Mary Aubrey, Ralph

Boslogh, Gertrude Pleuard, Dorothy Stewart and Florence Rodgers returned to school Monday morning after a several days' illness. Eva Scheufele has been out of school this week because of a sister's illness.

Leston Durham, Alderene Espy and Jennings Booker have been out of school several days on account of illness.

Harvey Wilkins left school several days ago and is working at Swishome.

The senior team defeated the freshmen team by a score of 20 to 13 in the second boys' interclass basketball game Wednesday of last week. The freshmen outplayed the seniors in many respects and were several points in the lead at the end of the first half.

Kenneth Ward was elected next year's football captain last week at a meeting of the football squad.

The sophomores defeated the seniors by a score of 21 to 18 in the third boys' interclass basketball game Thursday of last week.

The sophomore team defeated the freshman team Monday in a boys' interclass basketball game by a score of 43 to 9, making the game a walk away. Dale Gotes was high point man with 28 points out of the sophomore team.

The heads of girls' sports, Ethel Bennett, Mildred Bennett, Frances Keene and Ellen Arnest, entertained at a girls' athletic association club meeting Wednesday in the gymnasium. Thirty-five members were present. After a business meeting, the evening was spent playing basketball. New members were welcomed. They will be officially initiated at the next meeting at which the class athletic managers will entertain.

Bob Veatch, a former student, registered as a post graduate Monday. He is reviewing subjects in preparation for West Point examinations to be held early in the new year.

Vesta Alstott spent Saturday in Eugene with her mother, who is ill. Wilbert Wilson spent the week end in Eugene with friends.

Donna Bartell went to Portland Thursday and returned Monday.

Miss Lewis' English III classes debated last week on the question, Resolved that moving pictures are beneficial.

Oregon made a lasting impression on Spencer Ford who recently wrote to W. G. Ide, manager state chamber of commerce, in the following manner: "I spent nearly two years in Oregon and lived in the Umpqua valley most of the time. This was 20 years ago. It seemed to me that people in Oregon made an easier and better living than any place I ever saw. I want just such a place, some good stock, fruit and enough farming to raise food for my family and feed my livestock."

Sheriff's Office Probe Cost High A total of \$1000 is the probable cost of the recent grand jury investigation of the conduct of the sheriff's office. A bill for \$500 for E. O. Inman's services as special investigator has been approved for payment.

The investigation kept the grand jury in session for two weeks, the cost of which, added to that of taking testimony from about 30 witnesses and Mr. Inman's fee, will bring the total close to \$1,000.

Christmas Cards. Sentinel. Christmas Cards. Sentinel.



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The Outstanding Chevrolet has a marvelous new six-cylinder, valve-in-head engine whose perfected design represents over four years of development and testing on the part of Chevrolet and General Motors engineers. It has numerous advancements typified by a non-dettoning, high-compression cylinder head - gasoline pump with filter, and automatic rocker arm lubrication. It provides performance the like of which was never before available in the low-price field - marvelous smoothness, tremendous reserve power, and sensationally swift acceleration - all with an economy averaging better than 20 miles to the gallon of gasoline!

Its marvelous new V8 bodies display a new order of beauty, smartness and luxury. Additional new features by the score - each an impressive example of automotive progress - contribute to outstanding performance, quiet operation, long life, ease of control and economical ownership. We cordially invite you to

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Beautiful new Fisher bodies. Chromium plated radiator. AC gasoline pump and filter. Hot-spot intake manifold. Adjustable driver's seat in all closed bodies. Water temperature indicator on dash. Semi-elliptic shock-absorbing springs. New 4-wheel brakes, safe-positive-quiet.

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'Round the Circle

(By JACK HOWARD.)

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A random canvass relative to the views of the citizenry of this section with regard to automobile license fees gives evidence that the majority of car owners are in favor of a reduction. However, it is noticeable that the day of rank radicalism is past, and any reform suggested or commented upon by taxpayers is tempered with studious thought. The day is at hand when whatever branch of business may be studied, whether private, corporate or state administrative, maintenance is carefully considered.

Even so laymen realize that profit, either direct or indirect, comes only through a maintenance system adaptable to the issue, be it highways, automobiles or both combined, or what not.

The business of the country rests secure when in the hands of these of conservative ideas. Conservatism, which in this writing is applied to automobile license and highway construction affairs, is conceded to be the balance wheel of private, corporate and state governmental affairs. And here, let it be stated, as one man with whom the writer talked suggested: "Let us not lose sight of the fact that the safe conduct of state governmental affairs and advancement of the state are and should be of deepest concern to each individual of the state." From this angle the conservative individual is to be complimented, even in his advocacy of saving a few dollars in automobile tax, for if he be conservative in the one feature, he is bound to acknowledge the right of other features entering in.

It is said that there are many complicated features in the automobile license problem, but first of all let it be said that no automobile owner or operator would for a moment countenance reverting to road conditions of 20 years ago. No one will dispute that the automobile license system is responsible for the present splendid highways of Oregon which make it possible for a man with either a new or used car, and in whatever walk of life he may be, to time the length and breadth of the state in comfort and ease and, if business is a factor of the tour, to a personal profit. Could it have been done 20 years ago?

One man said to the writer: "I have heard a lot of cries about excessive license fees, but I do not recall that any one has offered a better plan for providing a highway fund. I would like to see the license fee reduced, if it can be done and construction and maintenance continued on the present scale. Just for my own satisfaction I would like to know the cost per mile of travel to the average car owner based upon the present auto license tax. I am sure it is less than a cent a mile. I do not recall meeting anyone who seriously condemned a 3-cent per mile railroad fare in the good old days of absolute dependency upon the railroads. To 'git you there - 'git you back.' When we compare our license cost with that of California and Washington, we immediately congratulate ourselves on having the best of it. I am told that the average license in California is \$5.20; but the gas tax is \$15.48, and the property tax, which is absolutely waived in Oregon, is \$11.90, making a total average tax against each California car of \$32.68, with an estimated 11 feet of highway to the car, as against 66 feet in Oregon. In Washington

the average plate license tax is \$9.50, with an average gas tax of \$16.07, a total of \$25.57, with a highway footage per car of 37 feet, as against the Oregon highway footage of 36 feet. Oregon has an average license plate tax of \$25.76, an average gas tax of \$16.07, and no property tax assessment, making an average of \$41.83. Roughly figuring this gives Oregon an average auto tax about 20 per cent above the average total of California and only about 10 per cent above that of Washington, against which may be justly figured in favor of the car owner of Oregon an average of 30 per cent more in highway footage.

But with all the arguments pro and con taken into consideration, it is the consensus of opinion that there is something wrong and that something can be remedied in the Oregon system of car licenses; and this with no reflection on the Oregon good roads association. I am glad to say that the majority of car owners do not advocate return to the earlier license system of the state, for the reason that they demand more and better highways, and realize the advertising power of good roads through the medium of tourists whose numbers is increasing each year, brought about by the established fact of our present highways, which has enabled those who have already ventured the Pacific coast tour to herald to every corner of the east the enterprising of the Oregon people in providing highways that present to the eastern wanderer the hidden beauties of the most picturesque state on the Pacific slope. But these same citizens, who are friendly to and advocate good highways, do believe that there may be a way of modifying the present system to the benefit of the car owner to some extent, without harm to the highway project and, having faith in the Oregon good roads association by reason of its past achievements, now look to that organization to find a way; and some of us are looking forward to at least a 20 per cent cut.

The people in this section are not opposed to good highways and realize that in order to have them the burden of expense must be cared for. This was proved at the recent election in the discard of the Dunne measure. On the other hand they feel, and they have a right to feel, that they should have every consideration possible. The whole story in a nutshell may be told in a few words, to wit: "A conservative reduction in the license fee, which all admit is a little high, and some readjustment of the purchase plan, probably a semi-annual maintenance plan."

State Tax Is Reported. Lane county's state tax for 1929 will be \$371,645.64, according to a report received by W. R. Dillard, county clerk. This is an increase of three and four-tenths per cent over the tax for 1928, which was \$359,152.07. The 1928 tax showed an increase of nine and three-tenths per cent over the 1927 tax, which was \$328,571.53.

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