

Lane Co. Budget Is Boosted 1.4 Mills

Increase of 1.4 mills in the 1939 tax levy for Lane county expenditures was virtually made certain by the budget committee at Eugene Thursday as it gave approval to estimated expenses totaling \$922,493.56.

As approved, the budget exceeded this year's levy by \$60,518.42. A levy of 20.8 mills was necessary to raise the \$861,975.14 for 1938, and by the same standards, a levy of 22.2 mills would be necessary to secure next year's \$922,493.56.

The same standards may not prevail, though, and so the millage may be slightly reduced, although county officials said that an increase of 1 mill was already assured.

Evaluation of public utilities has not yet been announced, but an increase is expected. Other property valuations have risen by \$50,000 and these two increases may be sufficient to slice a decimal point or two off the millage.

Though given approval by the committee of Judge N. E. Glass, Commissioners Walter J. Holland and Cal Young, F. C. England, W. C. Washburne, and John Snellstrom, the proposed levy will not be finally approved until after the taxpayers' meeting in the courthouse at 10 a. m. November 22, when objections to the levy will be heard.

As compared to 1938 expenses, the new budget looks like this.

General fund	1938	1939
General fund	\$352,263.96	\$266,681.04
General roads	41,500.00	165,000.00
Market roads	71,500	82,500.00
City schools	179,487.00	174,134.00
Grade schools	87,400.00	83,500.00
Grade school	83,450.00	
Bond, interest, and deficiency fund	106,892.00	90,160.00

Totals \$922,493.00 \$861,975.00

The committee voted an increase for each item except the ones dealing with roads. There they sliced the amounts from a total of \$247,500 for 1938 to \$113,000 for 1939. This the committee members deemed necessary in order to hold the budget under the six per cent limitation.

Anticipated receipts for gasoline taxes and other funds available for road purposes showed an increase for 1939, but was more than offset by increases in other departments.

Thornton Corners

Mrs. R. B. Dixon entertained the Neighborhood club at her home Thursday afternoon. The time was spent socially, with refreshments served. Mrs. Roy Crane will be the next hostess.

Mr. and Mrs. Clifford Shortridge of San Francisco visited during the past week with Mr. Shortridge's parents, Mr. and Mrs. S. P. Shortridge, and left this week to visit Mrs. Shortridge's relatives in Seattle before returning to their home.

Lloyd Bain of Mosby Creek was a visitor at the C. R. Trent home one day last week.

Mrs. Myrtle Lake and Philip left Saturday to visit a niece of Mrs. Lake, Mrs. James Bement, at Sisters. They were accompanied by Mrs. Bement's parents, Mr. and Mrs. Ray Myers, of Delight Valley, and remained there until Tuesday.

Bobby Bauder of Cottage Grove visited over the week end at the R. B. Dixon home.

Mrs. Ralph Witcher has been quite ill at her home with tonsillitis. Mr. Witcher's mother, Mrs. Fred Witcher of the Grove, has been caring for her.

Miss Montana Crockett of Cottage Grove was a Sunday guest of Miss Dorothy Gireau.

Mrs. Corbett Smith and daughter Nancy and Miss Dorothy Ernsaw of Culp Creek were visitors Monday of Mrs. Joe Premazzi.

Mr. and Mrs. Ray Atchison and son were dinner guests Sunday of Mrs. Atchison's sister, Mrs. Bill Denney, at Latham.

Shirley LaBlue of Hebron spent Monday and Tuesday at the home of an aunt, Mrs. Joe Premazzi, who with Joanne, spent Sunday at the LaBlue home.

Mrs. Edna Raymond recently returned from Canyonville, where she visited relatives the past three weeks.

C. W. Dwyre is ill at his home. G. P. Miller has been helping to care for him the past week.

Mrs. Lawrence Chapman of Sisters is visiting this week with her parents, Mr. and Mrs. LaSelle Stewart.

Mr. and Mrs. Alf Burnette of Mosby creek were Sunday visitors of Mr. Burnette's mother, Mrs. W. Burnette.

Mrs. Edna Raymond has received word of the death at Bend on October 23 of the wife of her

nephew, Mrs. Thurman Tiller. They were former residents of Cottage Grove.

Mr. and Mrs. S. P. Shortridge and Mr. and Mrs. Clifford Shortridge, accompanied by Mrs. Delbert Brown and children of Cottage Grove, were Sunday dinner guests at the home of a daughter of Mr. and Mrs. S. P. Shortridge, Mrs. Earl Nystrom, at Springfield, honoring Mrs. S. P. Shortridge on her birthday anniversary. A sister, Mrs. Phil Brown of Oregon City, was also a guest at the dinner and came on to Cottage Grove to visit relatives. On their way home Sunday evening they drove by Lorane and visited at the Sherman Shortridge home.

A Halloween party was held Monday evening at the home of Mr. and Mrs. George Foster, to which all the young folks on the lane were invited.

Mr. and Mrs. Joseph Eppenbaugh and Mr. and Mrs. Charles Peck of Lynx Hollow were guests one evening last week of Mr. and Mrs. Frank Gireau.

Mr. and Mrs. Charles Riedel of Eugene were visitors Friday at the Joe Premazzi home.

Mr. and Mrs. Walter Griffin and son and Mrs. W. J. Chapman and sons Wesley and Robert of Creswell were visitors Monday at the J. W. Fisher home.

Mrs. Lena Davison returned recently from an extended visit with a daughter, Mrs. Lloyd Hankins at Bonanza.

Mr. and Mrs. Carl Raymond attended a Halloween party Saturday evening at the Will Wells home.

Mrs. Phil Brown of Oregon City visited the first of the week at the home of a sister, Mrs. S. P. Shortridge.

Mrs. Lena Davison was a guest

CHAIRMAN PUBLICITY COMMITTEE.

Oregon State College, Corvallis.—Peggy Savage, junior in secretarial science at Oregon State college, was recently appointed chairman of the publicity committee for the annual Dad's Day program, November 5, at O.S.C.

The principal activities slated for the dads are a business meeting of the Dad's club, a tour of the campus, and the annual banquet for the dads and their sons and daughters.

ENJOY MATINEE.

The younger pupils of the Phyllis-Charles School of Dancing enjoyed a matinee party Saturday afternoon at the Arcade theater. Pupils invited included: Lenora Porter, Dawn McAlpine, Diane Morelock, Peggy Olsen, Annette Olsen, Virginia Dailey, Shirley Hileman, Elaine Guggisberg, Mary Lou Bradshaw, Marilyn Palmer, Virginia Haldeman, Joyce Barber, Jeanine Brown, Barbara Nelson, Jackie Bradshaw.

Hudson Valley Old

The Hudson valley was ancient before the Grand canyon was ever started.

last week in Eugene of Mrs. Millie Savage while attending meetings at the Lighthouse Temple.

Mrs. Curtis French visited Monday and Tuesday in Salem with her parents while Mr. French attended teachers' institute in Albany.

Mrs. Joe Premazzi and house guest, Mrs. Ellen Jones of Eugene, attended the Neighborhood club meeting at Gowdyville Wednesday.

4-H Club Programs Over Station KOAC

Each Monday night from 7:30 to 8:00 p. m. announcement of 4-H club programs through the present month will be broadcast over station KOAC at 550 kilocycles. The programs follow:

November 7.—Benton County Leaders and Members, Tom Caldwell, county club agent, in charge.

November 14.—Selecting and Preparing Exhibit Corn, Dr. R. E. Fore, assistant professor of farm crops, O. S. C.; Planning the 1939 club projects, L. J. Allen, assistant state club leader; 4-H News from over the state.

November 21.—Helps for Local 4-H Leaders, H. C. Seymour, state club leader; Observations in the Show Ring, H. A. Lindgren, extension animal husbandman, O. S. C.; Answers to some 4-H questions.

November 28.—Campus 4-H Club Program.

KEX and N.B.C. stations, November 5, 9:00-10:00 a. m. National 4-H Achievement Program. Oregon participates 9:15-9:45.

Harry Rentle

Cottage Grove General Repair Shop

Bicycle, Key & Gun Work

Lawn Mower Sharpening

Cottage Grove, Oregon

FLORENCE MAN JAILED.

R. P. Koser of Florence was lodged in the Lane county jail Thursday charged with contributing to the delinquency of a minor.

He was given a preliminary hearing at Florence and bound over to the Lane county grand jury.

Two standard typewriters for rent. The Sentinel office. 4-tfc

Patronize the Store that was instrumental in causing Cut Rate Prices to Come to Cottage Grove.

OVALTINE Large Size 59c

14 oz. Squibb's COD LIVER OIL 79c

SAL HEPATICA Large Size 97c

Edna Wallace Hopper \$1. size 79c

CREAMS

Drene SHAMPOO Both Kinds 49c

Super D Cod Liver Oil \$1. Size 83c

Super D Concentrate \$1.20 Size 98c

25c Size Bayer ASPIRIN 19c

24 Tablets

50c Size PABLUM 43c

60c Size BISODOL 49c

5 Gr. ASPIRIN 12 in Box 1c

Thrift-Wise

Look for the Green Neon Sign

Typing PAPER reg. 50c ream 39c

Hello Everybody!

AH, FOLKS, I SEE WE HAVE QUITE A NUMBER OF NEW STARS WITH US TO-NIGHT.

HE TRIED TO DATE MY GIRL



Our star values will please wise buyers. We know you want the highest quality at prices that fit your purse. Come in and prove it to yourself.

TOBACCOS
Camels, Lucky's, Chesterfields, etc. 12c pack, Carton \$1.15. All 10c Brands 89c Carton. Bull Durham, Stud, etc. 4 pk. 15c Velvet — PA—Small can 10c

The Fords Tell Their Plans for 1939

IF WE KNEW anything better we could do for the country than make good motor cars, we would do it.

By every one doing his best in the job he thinks most useful, this country is going to regain its momentum. We have tried to do our best in our job.

When business was suddenly halted in its recovery more than a year ago, we determined that we should keep going anyway, if not at full-volume motor car production, then at getting ready for greater motor car values that would help future production.

EXPANDING FOR THE FUTURE

We began to build 34 million dollars' worth of new plants and equipment. We felt that if we could not employ all our men building motor cars, we would employ as many as we could building better production facilities.

We were told, of course, that this was no time for expansion, that a wiser business policy would be to "hold everything"—which means, stop everything. But no one ever got anywhere standing still.

Besides, we are not defeatists. We do not believe this country has seen its best days. We believe this country is yet in the infancy of its growth. We believe that every atom of faith invested in our Country and our People will be amply justified by the future. We believe America is just beginning. Never yet have our People seen real Prosperity. Never yet have we seen adequate Production. But we shall see it! That is the assurance in which we have built.

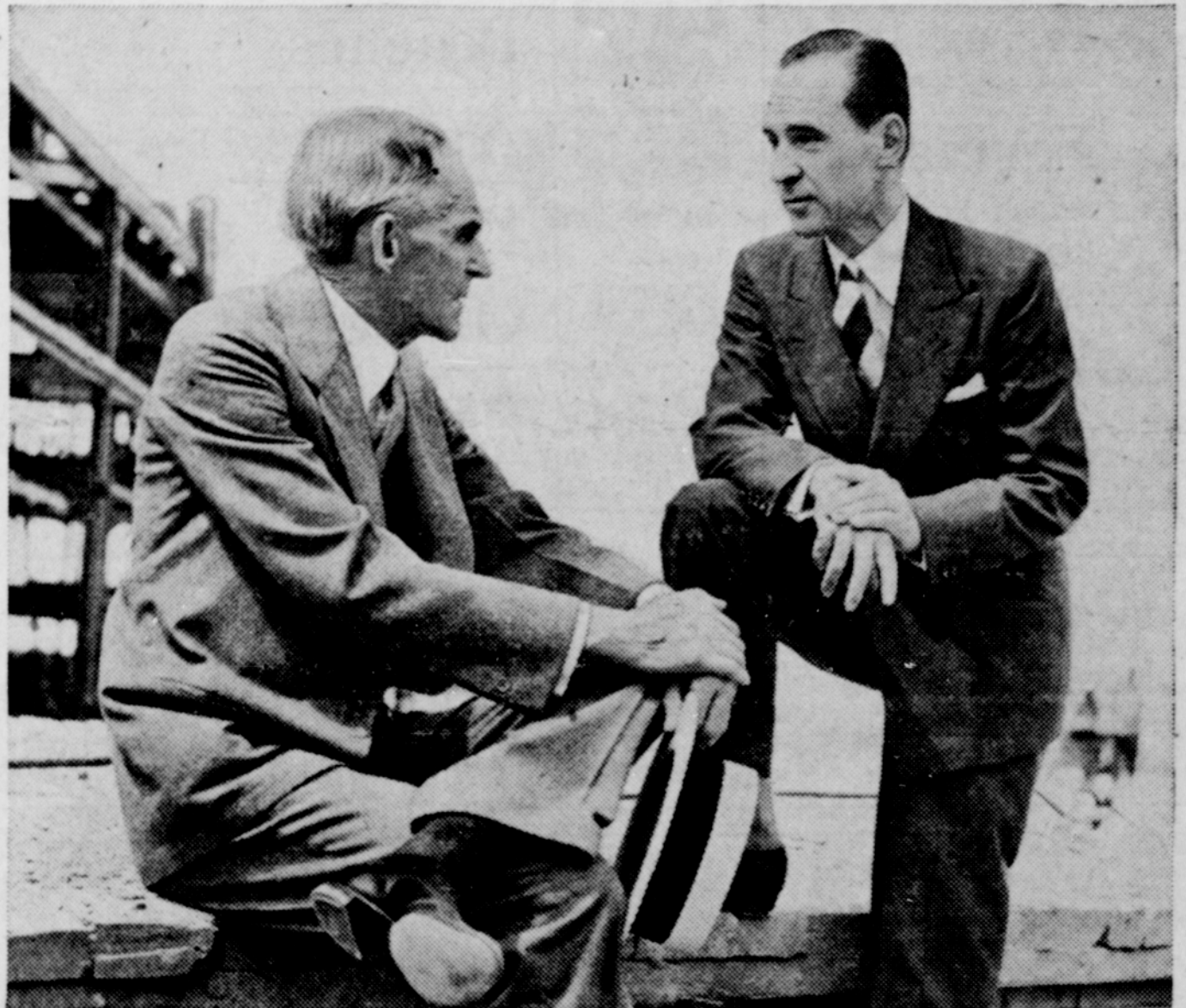
Business is not just coming back. It will have to be brought back. That is now becoming well understood in this country; for that reason 1939 will be a co-operative year. Manufacturers, sellers and buyers will co-operate to bring back the business that is waiting to be brought back.

This construction program is almost completed. It has increased activity and payrolls in a number of related industries. It has given us better facilities for building better cars and trucks, and eventually our new tractor which is being perfected.

THIS MEANS MORE VALUE

The current program has provided a new tire plant, which will turn out a part of our tire requirements... a new tool and die plant that will help us cut the cost of dies... and a steel-press plant that will enable us to make more of our own automobile bodies. These are in addition to the plants we already had for producing glass, iron, steel, plastics, and many other things.

We don't supply all our own needs, of course, and never expect to. The Ford engine is one thing



Henry and Edsel Ford, on the occasion of the 35th anniversary of the founding of the Ford Motor Company, June 16, 1938

that no one's hand touches but ours. Of nearly everything else we use we build some quantity ourselves, to find, if possible, better and more economical ways of doing it. The experience and knowledge we gain are freely shared with our suppliers, and with other industries.

We take no profit on anything we make for ourselves and sell to ourselves. Every operation, from the Ford ships which first bring iron ore to the Rouge, is figured at accurate cost. The only profit is on the finished result—the car or truck as it comes off the line. Some years, there is no profit for us. But we see to it that our customers always profit. A basic article of our business creed is that no sale is economically constructive unless it profits the buyer as much as or more than the seller.

Our new plants have helped us build more value into all our cars for 1939. That means more profit on the purchase to the purchaser.

We have not cut quality to reduce costs.

We simply will not build anything inferior.

NEW TESTING EQUIPMENT

While we were putting up new plants to produce cars, we constructed new equipment to test them. The first weather tunnel of its kind ever built for automobile research went into operation at our laboratories this year.

It makes any kind of weather to order. The weather it delivers every day would take months to find in Nature. Our cars are weather-tested to give you good service in any climate anywhere.

In other tests, every part of the car is punished unmercifully. Then our engineers tear it down to see if they can find abnormal wear or any sign of weakness.

The money we spend on tests saves you money on repairs. And your family car is safer and more dependable when we put it in your hands.

THE NEW CARS

We have two new Ford cars for 1939—better cars and better looking—but we also have an entirely new car.

It's called the Mercury 8. It fits into our line between the De Luxe Ford and the Lincoln-Zephyr. It is larger than the Ford, with 116-inch wheelbase, hydraulic brakes, and a new 95-horsepower V-type 8-cylinder engine.

We know that our 1939 cars are cars of good quality. We think they're fine values in their price classes.

With new cars, new plants, new equipment, the whole Ford organization is geared to go forward.

FORD MOTOR COMPANY, Dearborn, Michigan