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THE PROBLEM OF SPEEDING.

The war will bring about one thing, if it lasts long enough, a partial solution of the problem of governing speed and the consequential enforcement of the speed law. But with the return of normal conditions, the same problems will be faced.

We are going to stick our neck out long enough to discuss a touchy issue and that it with reference to the charges that speed traps have been operated here for the unsuspecting tourist along highway 99 and give our solution to this problem. Through no fault of the city or the city officials we have a rather unfortunate condition, a dangerous bottle neck in the new highway and enough of the four-lane road to issue an invitation to the unwary tourist to "step on it." Until the highway is completed all along the route this temptation will remain. There is so much of 99 with curves so close together that a fast traveling snake would be in danger of popping its tail off, that a tourist passing through the state is tempted to make time where he can, on the four-lane here as on the three-lane leading into Eugene, where it costs you a dollar per mile for every mile over 25, according to reports.

One help would be to place warning signs on both sides of town along the highway and a stop sign that can be seen at the intersection of Main and the highway. Up to now the stop sign there is hard to see and until this condition is remedied by the city, Chamber of Commerce as has been suggested, or the highway department ought to see that such a sign is erected or else the alleged arrests for failure to come to a complete stop should be discontinued.

The best solution to a problem of the highway running through town is to build the highway around the town as is being done in many states, but we can't very well dig up the one we've got, so let's make the best of the situation.

One traffic hazard in Cottage Grove is 6th street up to Taylor avenue. One boy spent about a year in a hospital as result of another man's carelessness and several near fatal accidents have been averted by the grace of God.

In the meantime we think that the two factions in the town that know they are absolutely right and the viewpoint of the other fellow is dead wrong ought to learn how far a little co-operation will go. Fifty years ago men thought they had to tote a six-shooter to get along, now we know better.

WORKING AT DEMOCRACY.

It has been aptly said that whatever shortcomings democracy has, these shortcomings are the result of the failure of the average citizen to work at the job. Failures have been made under the name of every political party and politics in Oregon, which is preeminently a republican state, is about as rotten as it is in states where the so-called new deal predominates, according to our observation. Fact is there are more methods of taking money away from the taxpayer than any state we have ever lived in.

The trouble is voters are not sufficiently interested to inform themselves of the vital issues and often the campaign develops into one of personalities rather than one of issues and the candidate who promises everything and a reduction of taxes to boot is often the winner.

The fight to preserve democracy now is the costliest effort in history. Current estimates say that we have already spent \$59,000,000,000 in World War No. 2 against a total of about \$18,000,000,000 in World War No. 1. A question a lot of people are asking now is whether or not we are going to be able to preserve democracy as we know it now, if and when we are able to crush Hitlerism, and most of us believe that this can eventually be accomplished. We want to avoid the mistakes of the last one of which was that the war was won by the allies, but the peace was lost. We want to be able to avoid the totalitarian principles brought about by national bankruptcy. Now is the time to prepare to preserve what we think we are fighting for.

All Out Protection For Motorists During Emergency Hopeful

The Oregon State Motor association has joined with other motor clubs throughout the nation in a program of all-out protection for motorists during the emergency period as the result of action at the recent annual meeting of the American Automobile association, Dr. E. B. McDaniel, vice president of the national group, reported today.

Dr. McDaniel, president of the Oregon club and northwest representative at the meeting, declared that it is the goal of organized motorists to see that every effort is made to keep the nation's 27,000,000 passenger cars in operation throughout the emergency.

"Since the private passenger car today is a vital and integral part of our vast transportation system, every effort made to 'keep 'em rolling' will not only be a service to the motorists, but also will be a contribution to our over-all national strength," Dr. McDaniel said.

He described the emergency program as including a policy of seeking maintenance of high priority ratings for automobile parts, establishment of adequate training courses for automobile mechanics, preventing runaway prices on necessary automotive purchases, and furnishing authoritative information on means of prolonging life of all parts of private automobiles.

"One of our major responsibilities as the representative of the nation's motorists is to bring home to responsible officials the fact that private automobiles are not a luxury, but a vitally essential element in our transportation system and our national economy," the association leader stated.

LETTER TELLS ABOUT ENGLAND.

Below is a copy of parts of a letter received recently by Mr. and Mrs. R. S. Drenner from their son in England.

Arundel, Sussex
11-12-41

Dad and Estella:

These last few days have been marked by both the U. S. entry into war, and by my starting work at a station. You can see that over here we are on a full-time job to win the Atlantic side of the war.

All England was shocked by the outrageous attacks by the Japs. We get very little news, though, so really don't know too much of what has happened. We heard that the west coast was blacked-out, and that there had been an air-raid alarm in Frisco. How is Oregon taking the war. Things over here are pretty well, and I've no doubt we can give both Hitler and the Japs a run for their trouble. My own living is rather primitive, but I'm getting used to it: to carrying hot water upstairs, coal fires in small fireplaces, etc. This town is centuries old: the castle was built in 800 A. D.—that is the oldest part of it, and the house in which I'm billeted is over two centuries old. Weather here isn't too bad, rather mild but rain reminiscent of Oregon. All I need is a few mountains and a trout rod to be like home!

No definite news this morning either of the war over there. All I hear is vague generalizations about the U. S. plans, about the ships lost. I'd give a lot to see some copies of the Oregonian. Newspapers over here are only 4 pages, average; due to paper shortage. One can't get much news printed on that small space. Thanks for the news about the various people I knew. Makes the world seem a little less insane; a little closer to Oregon.

Yours,

DON.

SOMETHING ALL CAN DO



Civilian Defense Setup Changes Are to Be Made

Changes have been made in the civilian defense setup as outlined in the following letter to Major Harry Metcalf. The letter:

Eugene, Oregon
February 2, 1942.

Harry K. Metcalf,
Dist. Coordinator,
Cottage Grove.
L. E. Zinkler,
Dist. Coordinator,
Creswell.
Gentlemen:

The Army has suggested certain revisions in the civilian defense setup and in accordance with these revisions, you are hereby relieved of the title "District Coordinator" and in lieu thereof you will be designated as "District Commander."

The Commanding General of the 2nd Interceptor Command has requested our cooperation with the Civilian Aeronautics Administration order for the elimination of directional signs located on roofs of buildings for the purpose of aiding aerial navigation. This means the covering or removal of all signs on roofs indicating towns or directions to towns.

Very truly yours,
H. S. MERRIAM,
Coordinator.

Income Tax Facts

Many farmers will be liable for filing income tax returns and payment of tax for the first time this year. The term "farmers" includes livestock raisers, fruit and truck growers, and operators of plantations and ranches.

Farmers may maintain their records and file their returns of income on either the cash receipts and disbursements basis or on the accrual basis of accounting. A consistent method must, however, be employed. If a cash basis is used, Form 1040F, "Schedule of Farm Income and Expenses," is required to be filled out and filed in conjunction with Form 1040.

Deductions from gross income may be made by farmers as necessary expenses, all amounts expended (other than those constituting capital expenditures) in carrying on the business of farming. Deductions for expenses include such items as cost of feeding and raising livestock (except the value of farm produce grown upon the farm and the labor of the taxpayer); cost of seed, minor repairs to farm buildings (other than the dwelling of the farmer); small tools used up in the course of a year or two; fuel and oil

used for farm work; repairs and maintenance of farm machinery; hired laborers and hired machines, and cost of commercial fertilizers the benefit of which is of short duration.

The cost of farm machinery, equipment and farm buildings; amounts expended in the development of farms, orchards and ranches, as well as the amounts expended in the restoration of soil fertility preparatory to actual production of crops and the cost of liming soil to increase productivity over a period of years, are capital expenditures.

Losses incurred in the operation of farms as business enterprises are deductible from gross income. If livestock has been purchased for any purpose, and afterwards dies from disease, exposure or injury, or is killed by order of the authorities of a state or the United States, the actual purchase price of such livestock, less any depreciation allowable as a deduction in respect of such perished livestock, may be deducted as a loss if the loss is not compensated for by insurance or otherwise.

If gross income is ascertained by the use of inventories, no deduction can be taken separately for livestock or products lost during the year.

MOTOR CLUB HEAD URGES RECORDING OF TIRE NUMBER

Recommendation that all Oregon automobile owners immediately record the serial number of their tires and keep the record in a safe place was made this week by Dr. E. B. McDaniel, the president of the Oregon State Motor Association.

"By this means you will be able to give police exact identification of the property in event of tire theft, and they will be able to return stolen tires to their rightful owners on recovery," Dr. McDaniel pointed out.

The AAA leader reported that increased legal protection against a growing number of tire thefts is now the object of proposals in Congress and in 10 state legislatures, while many other states and cities plan to impose the stiffest possible penalties existing under present laws.

"An automobile tire has become one of the rarest and most sought after articles of commerce, and we must not neglect any precaution to safeguard our well-nigh irreplaceable possession," he reminded tire owners.

"Every tire has a different serial number which is found on the sidewall, usually near the name of the manufacturer. A record of these numbers is absolutely necessary if police are to locate owners of recovered tires."

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Perry Answers Jerry Merrit Letter Regarding Local "Speed Traps", Etc.

The following letter, a copy of which is reproduced was written Jerry Merrit of the Oregon State Motor Association with regard to the letter appearing in the last issue of the Sentinel.

January 30, 1942
Oregon State Motor Ass'n
Jerry Merrit, Branch Manager
Dear Mr. Merrit:

In a letter written by you to the local newspaper, "The Cottage Grove Sentinel," and published by that paper, on January 29th, 1942, I note with some regret, the assertion made by the complainants, that we have an overzealous Police Department.

We would like to have an understanding in regard to what your complainants call arrests of motorists for minor traffic regulations. It is true that we are trying to do a job the best possible way we know how. But it is not true that we are trying to exercise such exactness to cause the ill will of the motoring public.

In all the arrests that have been made by this department, not one of the persons affected, have come in to the Municipal court, and failed to plead guilty to the offense as charged, certainly proving that they must have violated a traffic regulation. Neither have the Police held the motoring public to the limits as set by city ordinance, or state law. In fact, a spread of 20 miles being allowed before a citation is issued.

As for "speed traps" the Police have never to my knowledge used any type of a speed trap. And it is not this city's policy to attempt to enrich the city's treasuries with this method. As you know, some 40,000 people were killed in the United States last year in motoring accidents. It is with a sense of duty to the people we serve, to bring squarely before them—the people in their homes and the people in their cars—the responsibility of complying with the city and state laws, in an attempt to

eliminate this terrible death toll. Sincerely yours,
Myron A. Perry, Chief

Lynx Hollow

An all-day joint meeting of the Lynx Hollow Community club and the Walker club will be held on February 12 at the home of Mrs. Fred Kinsland. Roll call will be answered by Lincoln anecdotes or quotations. Fourteen members were present.

Mrs. R. W. Thompson of Portland, regional representative of Farm Security administration, was guest. Mrs. Harriet Roberts of Eugene, community seed purchase, discussed bigger and better gardens, and plans for food for victory.

The meeting of the Mother's club will be on February 6 at the Lynx Hollow school house. All

mothers are requested to attend. Mr. and Mrs. L. D. LaCasse and baby has moved from the Belts cabin into the Jos. Eppenbaugh house.

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