

Cottage Grove Sentinel

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THE MOVIES AND THE SIXTH WAR LOAN

As we swing into action on the sixth war loan drive, it is good to know that all of our own motion picture theatres right here in this city backed by the entire motion picture industry are in there fighting by our side.

This is going to be the toughest of all bond drives to put over. Too many people, as they read of victories in Europe and in the Pacific have already decided that the war is in the bag and that they can sit this one out.

Too few people read, as we newspaper folks have to read every single day, the lengthening list of American casualties. Too few people get out a pencil and piece of paper and figure just what a job it is going to take to shake those Japs out of their rats nests in the huge stretch of the Pacific battle area.

Yes, that is why we are glad the movies are with us in stirring this community to its biggest and most successful of all war bond drives, for we know that motion picture showmanship, motion picture initiative and motion picture effort are what we need to help us smash this drive home to Victory.

ACCEPTING NEW IDEAS

You can judge the future of a town to a large extent by its attitude toward new ideas in business, in industry, and community life. In some places merchants look at new ideas of advertising and business promotion with a certain amount of skepticism.

In a brighter type of town, merchants and businessmen are else. They want to hear more about them, and they discuss interested when they hear of such new movements somewhere earnestly whether similar results could not be achieved in their business.

Did you hear the one about the couple, blessed with their first child, who didn't get to the hospital quickly enough and the baby was born on the hospital lawn? An itemized bill was finally received and the careful husband objected strenuously to the item: "Delivery Room, \$25.00."

STRETCH THAT SPINE

Exercise does not mean the average housework tasks or the lifting or pulling you might do at your job. It means scientific bending and stretching of your spine and the maintenance of perfect posture at all times.

Sleeping on a hard mattress without a pillow helps too, as does any exercise such as the breast stroke in swimming or playing an active sport game with both hands instead of only one.

You can accumulate a routine of bending and twisting and lifting and stretching exercises which should take you no longer than 10 minutes each day.

A poorly developed or weak lower back makes many a woman an invalid. Good health can only be possible if the spine, or back, is exercised daily and kept conditioned.

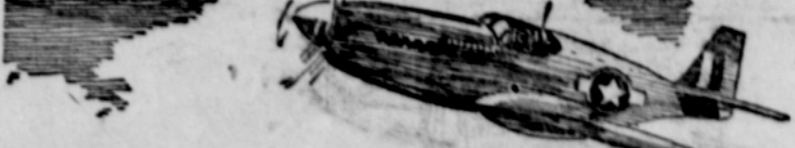
CALLAHAN'S FURNITURE STORE

Children Rockers, Tables Wheelbarrows Jeeps Blackboards

\$5 heavy used aluminum pans with lids only \$1.98 and \$2.49. Shop Callahan's for Xmas needs, now.

Roasters - Dishes

Callahan's Furniture Store Hellig Theatre Bldg, Eugene



GOD IS MY CO-PILOT Col. Robert L. Scott WNU RELEASE

CHAPTER V: The war edges closer and he is farther than ever from combat duty. He has been told he is too old for combat flying, and after December 1, 1941, he begins writing Generals all over the country for a chance to fly a fighter plane.

CHAPTER VI

Doug was an ideal flying officer, and it was to him that I first turned for advice on how I should make myself acquainted with this big airplane. Doug had learned to fly at the period when I had been instructed.

Introducing myself to my co-pilot, I said, "How about showing me how to fly this ship—I want to see how to work these buttons and such." He merely grinned at me in disbelief.

Now we were poised for our flight to Puerto Rico. In our two-day wait for technical changes on the engines I worried more than ever, for the other twelve ships were gone and I was getting frantic lest something might change the orders.

The take-off and first two hours of the flight were "instrument," as we were flying through a moderate tropical front. We finally broke into clearing weather over Long Island Key, British West Indies.

Just after noon we sighted Hispaniola at the point of Cape Frances Viejo. Sergeant Aaltonen passed out some hot coffee from the thermos jugs. Our spirits were high, for now that we had passed the bad weather this was like a picnic.

Two of our flight's Fortresses were waiting in Puerto Rico for minor repairs, so we felt a little less lonesome. Just in case the authorities in Washington decided to stop the last ship or the last two ships in



Col. Scott's superior officers, Gen. Joseph Stilwell, left, and Gen. Claire Chennault.

Private Motley was my tail gunner. During the entire trip I think he stayed in the tail ninety per cent of the time, just to get used to the way to handle the tail turret. I used to say of Motley that he just didn't care where he was going—he wanted to see where he had been.

Sergeant Aaltonen, the engineer, was charged with keeping the engines functioning properly, and in general the entire enlisted personnel was under him. He was a diligent Finn and one of the bravest men I have ever seen.

The navigator was a Lieutenant whom I'll call Jack. He was a navy kid who liked his job. I know that after our mission he made many raids as navigator to bomb the Japs in Rangoon.

We tested the bombardier and the bombsight, too, before we started the flight. Lean, lanky, six-foot-three Bombardier George—I never did see how he managed to wiggle into the nose of the Fortress.

With our ship serviced and ready for a very early morning take-off, we now took the most dangerous ride we experienced on the trip. This was a trip into Port of Spain in a combat car. It seemed to me that the natives just waited in side roads to try and run into us in blind areas where we could not see them.

And so the eight of them made up my crew—eight good soldiers who had volunteered and who wanted to hurt the enemy. None of them worried about whether or not he'd get home—for he knew of bigger things that had to be done.

We had to test everything, for it was over sixteen thousand miles to Japan the way we were having to go; there couldn't be a slip-up on this mission, and so we didn't take a chance. When finally all was set I was about nervous enough to bite my nails off, for my ship was to be last to leave the States. I had worried every minute of the time we had been waiting for fear that

A real night take-off from Trinidad—we were airborne in the darkness at 5:20 a. m. As the wheels left the ground I realized very quickly how great a load we were lifting. This was the first time we had taken off with full load of fuel, and it seemed to me that I almost had to break my arms to keep the tail from going all the way back to the jungle—for all practical purposes the Fortress tried a loop. It must have been that case of Scotch, added suddenly to the other sixty thousand pounds.) Finally we got the ship rigged properly and climbed on top of the clouds at eight thousand feet. Later we had to go higher to keep from going through the heavy tropical thunderheads; with our overload, neither Doug nor I wanted to risk the turbulence that we knew was there.

As the sun came up we could look down through holes at intervals and see the dark Atlantic near the Guianas. There was a thick tropical haze from the base of the clouds down to the water, giving it all a very appearance. Later on, through the breaks I saw the mouth of a big river emptying Northeast into the sea. It was the Rio Maroni, which divides French and Dutch Guiana, and it reminded me that in 1937 I had made a flight up this same jungle stream, looking in vain for the lost pilot, Paul Redfern.

Over Devil's Island at 9:20, I saw by our chart that we were only five degrees North of the equator. Coming down lower to look at the French penal colony, we found that although the temperature was comfortable on top of the haze at six thousand feet, down in the soup near the water we had difficulty breathing.

Looking out to sea, we noticed that the blue color already was changing to the murkiness of the Amazon, though we were about a hundred miles from its mouth. Flying low, I noted that the hump of Brazil near the coast was flat and green and hot as hell—temperature ninety-six and humidity about ninety-nine per cent at 10:55 a. m. We reached the mouth of the greatest river in the world at 11:35 E.W.T. Here the width of the Amazon is about one hundred and fifty miles.

Boys will have their fun, no matter if you are flying low over the greatest of rivers. As we crossed the equator—old Zero Degrees Lat. at 11:55 a. m., at West Longitude 49 degrees 32 minutes—I saw those of my crew who had been in the South latitudes before take paper cups of water and drop them on the heads of those who were uninitiated, thus making them subjects of the sacred realm of Jupiter Rex as identified from the realm of Neptune Rex on the sea.

On April 4, we left Belem for Natal at 6:55 a. m., and climbed to ten thousand feet in order to top as much of the cumulus as possible. We had to skirt one great unyielding reaching up into the sub-stratosphere near Bahia San Luis. This storm covered about fifty miles, but we got around it without going into its turbulence. As we went on South of the equator the haze diminished gradually and the country became dry, making us think we were over western Texas.

This was to be a real day's flight. For we were not to be able to spend the night at Natal. Our run from Belem to Natal of nine hundred miles, then the crossing of nineteen hundred miles to Liberia, plus the run down the hump of Africa to a Pan-American base on the Gold Coast—this last almost nine hundred miles—had to be made without stops, except short ones for fuel. For all practical purposes, then, we had thirty-seven hundred miles to make in one day.

We got the big ship serviced and ready for the trip, then went to the Ferry Command Hotel. There we found two more crews of our third heavy bombers. One group of these had turned back the night before with one engine out. The other, piloted by Col. Gerry Mason, had nearly come to grief on the life-rafts in the Forts as carried in two compartments where the wing of the B-17 joins the big fuselage. This is to facilitate their automatic release upon contact with the water; they should the ship have to land at sea. They are of course tied to the airplane with strong manila rope, and it is on this hemp that the present tale hangs. In the flight down the coast some malfunction had caused one of these compartments to spring open—and out came the heavy, five-man boat. At the speed of two hundred miles an hour with which it struck the tail section as it went back on its rope in the slipstream of two engines, it nearly took the entire horizontal stabilizer off. Only by very skillful piloting had Gerry Mason managed to get the Fort and his crew of ten to Natal.

Just the same, in my attempted nap that afternoon, I grinned at the thought that we in old "fades

GIVE CHIROPRACTIC A CHANCE TO HELP YOU

There is nothing of a miraculous nature about Chiropractic. You need not have "faith" in Chiropractic in order to get well. In fact, many patients who were most skeptical, are frequently most enthusiastic when they find out what it can do for them.

If your condition has existed a long time obviously your age and vitality must be taken into consideration in hastening your recovery. Remember that the chiropractor is nothing more than an agent of nature.

A Chiropractic adjustment takes only a few minutes, but the effects of that adjustment goes on for hours and sometimes for days after it is given. For you to receive the best results in the shortest time possible is to continue your adjustments with exact regularity. This is important because all nature's laws operate with regularity and rhythm.

Frequently the Chiropractic patient, after a few adjustments, will go through a period of feeling worse. This should not alarm you, as it is a natural reaction entirely expected by the chiropractor. This is a result of renewed activation of dormant tissue cells. This may be compared to the muscle which has been in a cast over a period of time, and then is restored to normal use—there is always considerable discomfort during the restoration process. Or it may be compared to the leg which has fallen "asleep," in which there is a very annoying feeling of "pins and needles" when circulation and nerve energy is restored. Wherever there is a rebuilding of new tissue cells, you always find a "reaction."

If you desire to get well, and have your health return to you, nature can do it through Chiropractic, but you must give Chiropractic and nature a chance!

DR. H. A. HAGEN

Ab Alfar were passing ahead of two more ships of the flight. Boy, I dreamed, they'll have a hell of a job getting me back there into the training center now! It's four thousand miles back to Florida and in the morning I'll be across the Atlantic.

We climbed out of the Fortress and stepped upon Africa at 11:03 G.M.T. Our crossing from Natal had been made in thirteen hours. Reaching the natives at work under Royal Air Force bosses, we hurried on to Operations, where we arranged for clearance down the coast. Then we were led into a thatched-roof dining hall for good hot food. If I hadn't been so hungry and tired from the extra tension I had been subjected to, I think I'd have "gawked" at those wild-looking tribesmen who were serving us. In one night we'd left the hotels of South America, and here we were, having our plates brought by jet-black bush Negroes with rings in their ears and noses, jabbering away in a West Coast dialect. To them we were "Bwana," the food was "chop," and dessert was "sweet."

(Continued next week)

CIRCUIT COURT: Grace Robertson \$36.50; Ward Wintermeier \$15.00; Pac. Tel. & Tel. Co. \$13.58; The Lawyers Co-op. Pub. Co. \$7.50; H.V. Johnson \$15.00; The American Law Book Co. \$10.00; R. N. Appling \$250.00; Dorothy Putnam \$20.00; Mark Hathaway \$40.00; Office Mach. & Sup. Co. \$6.00; CLERK: Pac. Tel. & Tel. Co. \$19.20; S. E. Skene \$190.00; Eva L. Duckworth \$175.00; Grace M. L. Dawson \$155.00; Helen Sorensen \$150.00; Sara Allen \$150.00; Nica Mc Gee \$140.00; Doris Fegles \$140.00; Lucile Lansing \$140.00; Nadine Schofield \$135.00; Dorothy Putnam \$130.00; L. M. Bryson \$175.00; Jack Rowland \$110.00; Valley Print. & Stat. Co. \$28.00; Cressey's \$2.55; Office Mach. & Sup. Co. \$13.50; F. L. Armitage \$164.40; CORONER: Eugene Insurance Agency \$15.00; Chas. P. Poole \$49.85; COUNTY COURT: Doris C. Blanton \$55.00; Pac. Tel. & Tel. Co. \$16.65; Patricia M. Sylvers \$150.00; COUNTY FARM: Frank V. Bounds \$175.00; Evva Gandy \$10.00; Mt. States Power Co. \$14.15; Pac. Tel. & Tel. Co. \$3.50; Gordon Hoare \$145.00; Margaret Hoare \$100.00; Ben Blackburn \$100.00; Georgia Blackburn \$100.00; Claude Ivy \$12.50; Nettie Follett \$5.00; Wrights' \$73.82; J. C. Penny Co. Inc. \$10.50; General Road \$6.99; Granzer's \$27.93; Williams Bakery \$17.26; Pioneer Grocery Co. \$80.68; Standard Feed Co. \$60.96; L. S. Rankin \$12.05; Keith's Elec. Motor Service \$20.00; C. D. Cheseb. \$11.00; Eugene Fruit Growers Ass'n. \$1.50; Leonard J. Oswald \$5.49; Puritan Drug Co. \$1.86; COUNTY OWNED LANDS: F. L. Armitage \$10.00; Pac. Tel. & Tel. Co. \$6.25; Chas. O. Hossman \$1.50; A. H. Hink son \$74.00; Helen E. Soranson \$160.00; Valley Print. & Stat. Co. \$16.55; City of Eugene \$58.10; P. L. Sill \$180.00; Lennie Halderson \$165.00; Bert Weyer \$19.50; Lillie Weyer \$19.50; Bill's Garbage Service \$14.00; Allen E. Hamilton \$8.50; White Electric Co. \$3.60; Johnson Furniture Co. \$2.00; Zellerbach Paper Co. \$4.35; R. A. Babb Hdwe. Co. \$3.15; Hendershott's \$11.00; Eugene Cash Store \$3.75; Godlove the Plumber \$5.85; Eugene Water Board \$134.83; DEFENSE: Pac. Tel. & Tel. Co. \$9.05; Walling Bldg. Account \$100.00; Office Mach. & Sup. Co. \$15.00; DEPENDENT CHILDREN INSTITUTION: Catholic Charities, Inc. \$45.00; Boy's & Girl's Aid Society \$15.00; Albertina Kerr Nursery \$5.00; Louise Home \$35.00; Children's Farm Home \$50.00; DISTRICT ATTORNEY: Pac. Tel. & Tel. Co. \$24.55; William S. Fort \$12.50; Freeman Day \$210.00; Madeline Stone \$150.00; Office Mach. & Supply Co. \$2.00; DISTRICT SEALER: Department of Agriculture \$49.03; ELECTION: Ann Elliott \$35.00; Virginia Patterson \$20.00; Keystone Print. Co. \$25.30; Allenbaugh Print. Co. \$18.05; Pac. Tel. & Tel. Co. \$4.15; Franklin Print. Co. \$1.49; Joyce Davis \$25.00; F. L. Armitage \$12.80; Allenbaugh Print. Co. \$31.25; Gladys Herrig \$16.20; Preston & Hales \$15.55; Lloyd Howe \$150.00; Helen Raymond \$140.40; Gladys Herrig \$135.00; Hulda Burr \$67.50; V. H. Rowland \$27.50; John S. Duer \$52.50; J. H. McDonald Lbr. Co. \$17.61; R. A. Babb Hdwe. Co. \$5.41; Shelton-Turnbull-Fuller Co. \$23.75; Revolving Fund \$9.68; Boehnke Print. Co. \$32.45; W. B. Dillard \$27.35; John S. Duer \$30.00; FRUIT INSPECTOR: Ray Bowyer \$168.10; James Hemenway \$25.00; HEALTH DEPARTMENT: Pac. Tel. & Tel. Co. \$20.55; Mrs. Wm. Elliott \$12.00; Mrs. Mary L. Casse \$12.00; F. L. Armitage \$26.00; (Continued on page 3)

CONCISE SUMMARY OF ALL BUSINESS TRANSACTIONS BY THE COMMISSIONER'S COURT FOR SEPTEMBER, 1944

Ordered that 12 deeds be made for county owned properties for the total sum of \$2,424.91. Ordered that 4 offers totaling the sum of \$1,961.05 for county owned properties be rejected. Order vacating part of 33rd St. of Frazier & Berry's Part of Florence, Oregon.

Findings in the matter of the Willamalane park and Recreation District.

Order to hold election concerning Willamalane Park and Recreation District.

Order establishing Melvin M. Couch Road.

Order granting Mountain States Power Company permission to construct transmission line along County Road No. 740, also along County Road No. 373.

Order issuing dance hall license to Neita Wilkison and Dean L. Wilkison, for Swimmers Delight, Route 1, Creswell, Oregon.

Order granting telephone franchise to Zumwalt & Williams Lumber Co.

Order confirming sale of parcels of land sold by Lane County.

Transfer of Funds and Issuance of Warrant to O. S. Fletcher, as County Agent.

Order calling election in Armitage Precinct on question of whether or not stock shall be allowed to run at large in said precinct.

Order calling election in Willamalane Precinct on question of whether or not stock shall be allowed to run at large in said precinct.

Order calling election in Long Tom Precinct on question of whether or not stock shall be allowed to run at large in said precinct.

Order calling election in Willamalane Precinct on question of whether or not stock shall be allowed to run at large in said precinct.

Order approving purchase of property in The Braes by Richard Shore Smith and Ruby Hendricks, Goodrich.

Order appointing election board for election in the Matter of the Willamalane Park and Recreation District.

Order vacating alley through center of block 14, Plat of Veneta, Oregon.

Order regarding stock signs on Railroad Grade Crossings.

Order granting telephone franchise to Elmira Western Telephone Company.

Order vacating road on West side of Lots 12, 13, 14 Orchard Homes Plat.

Order recommending issuance of 5 liquor licenses. COMMISSIONERS COURT LANE COUNTY September Claims 1944. ADVERTISING: Guard Pub. Co. \$239.67; Guard Pub. Co. \$30.83; Cottage Grove Sentinel \$61.45; ASSESSOR: Addressograph, Division \$65.50; Pac. Tel. & Tel. Co.