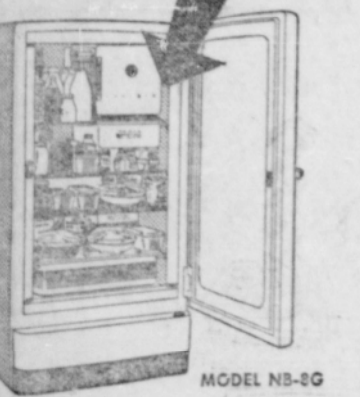


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Timber Trespassing Can Be Expensive

As logging activities are swinging into high gear, it appears appropriate to caution operators to properly survey their property lines before cutting is started. This caution is double appropriate because appraised stumpage prices are now the highest in history.

The Oregon laws provide for settlement of timber trespasses on double and triple stumpage values. These are calculated as of the time the timber was actually cut. If a timber trespass is committed now and discovered five years hence, settlement will be based on present stumpage prices.

If a timber trespass is innocent, it may be settled on double stumpage basis; if careless or wilful, it may be settled on triple stumpage basis.

Present appraisal prices for old growth Douglas-fir timber are from \$13.50 to \$17.50 per thousand board feet.

Common faults causing trespass are:

Using old fences not on property lines.

Relying on old blazed lines.

Not tying into known land survey corners.

Operators telling fallers where to start instead of showing them.

Establishing correct lines but cutting on the wrong side.

Assuming property lines instead of knowing where they are.

Many would-be surveyors do untold damage by blazing lines erroneously located or blazing lines promiscuously for no apparent reason. Random lines should never be blazed, mark them with paper, fern fronds, twigs, etc.

Household Hint

Protect your washing machine from bumps and jerks that may injure the motor, dent the metal, or chip the finish.

LOOK!

FLOOR FURNACE Clearance Sale

Easy to Install

Space Saving

Low Cost

30,000 BTU — \$89.50

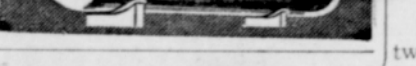
BUDGET TERMS

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Wait Until We See How Cousin John Likes It By Ding Darling



AND, ALREADY, COUSIN JOHN ISN'T LIKING IT ANY TOO WELL

By DON HEROLD

It's easy enough to be a "professor" on the subject of some far distant land like the moon.

A friend of mine once said "I like Henry Wallace because he's 20 years ahead of his time."

I replied that it's the easiest thing on earth to be 20 years ahead of one's time.

The hard thing is to get something practical and useful and beneficial done TODAY.

Socialists are always talking about next year or a "five year

plan" or the moon or the millennium—all very remote.

But we don't have to wait to see what Socialism will do to England. Even now, England has made a flop of it.

The Socialist record of accomplishment in England is already an all-around sorry story. Take coal. In 1948, 26,000 more miners, helped by more modern equipment, produced 9 million tons of coal less than that produced by miners in 1941, the last year of investor-owned mines in England.

By raising prices, the English coal industry made a small profit in 1948, but its loss since it became

socialized has been 90 million dollars.

The Electric power industry in England has been socialized for about a year and a half. It takes many more workers to operate it than it took when the industry was investor-owned. Last winter the "planners" decided to increase income by having a higher rate in winter (when people want more electricity) than in summer. Yet industry under government ownership is barely making a profit.

John Bull isn't any too happy about being shot to the moon. Yet many fuzzy-wuzzies here want us to take a similar ride. What do you say we wait and see?

the editorial. "If a few of these frolicking motorists should get stuck in the soft sand near the water's edge at the impudent time of the flooding tide, why shouldn't we give 'em a helping hand? Grasping characters have been known to charge prices for haul-out jobs that seemingly put them in the same class with the collector of internal revenue."

OREGON-AT-LARGE: "Skeleton in the ex-King's closet" should be the caption of an old bathing suit snap of Wallis Simpson, published in the current LIFE magazine together with the second installment of the Duke of Windsor's life story. Scrawny legs and a nondescript black swim outfit characterize the photo, included in a group of never-before published

photos from the Duke's own Page 14 The Sentinel, Cottage Grove, Oregon Thurs., June 8, 1950

personal album.

Wonder if the svelte and perennially best dressed Duchess knew her spouse snatched this out of his 'personal' snapshot book.

NEPHEW OF MRS. KEM AMONG SURVIVORS

News dispatches yesterday told of a plunge of a twin engine plane off the Florida coast and among the thirty-seven survivors was William Holleran of Seattle, co-pilot of the plane and a nephew of Mrs. Claude Kem of Cottage Grove. Commenting on the tragedy, Mrs. Kem said Wednesday she did not know he was on the plane until she read about the plunge. The converted C-46 type of plane designed as a freight carrier was en route to Wilmington N. C. when an engine failed.

Little hope was expressed for the safety of the remaining passengers, all of whom were migratory workers. The pilot, Joseph Halsey of Seattle and the steward were among those rescued.

Words of the Wise

Refuse to be ill. Never tell people you are ill; never own it to yourself. Illness is one of those things which a man should resist on principle at the onset. —(Bulwer-Lytton)

Creswell Resident Passes June 5

S. Allen Poague, 58, Rt. 2, Creswell, died Monday, June 5, at his home. He was born in Missouri Nov. 8, 1891, and came to Oregon eight years ago from Burbank, Cal. He lived at Rt. 2, Creswell, the past four years, and had been service manager for Montgomery Ward. He married Pearl Pascal Merrill in Denver, Colo., Oct. 13, 1930.

Surviving are his widow; a son, Robert A., at home; a sister, Mrs. William Hollenback, Greeley, Colo.; a nephew, Wendell Poague, Dayton, Ohio; a niece, Mrs. Herman Rains, Colorado Springs.

Services will be at Bartholomew-Buell Mortuary Thursday at 10:30 a.m., with the Rev. Ward Rice officiating. Interment will be at Rest Haven Memorial Park.

Wedding Announcements and Invitations. —The Sentinel.

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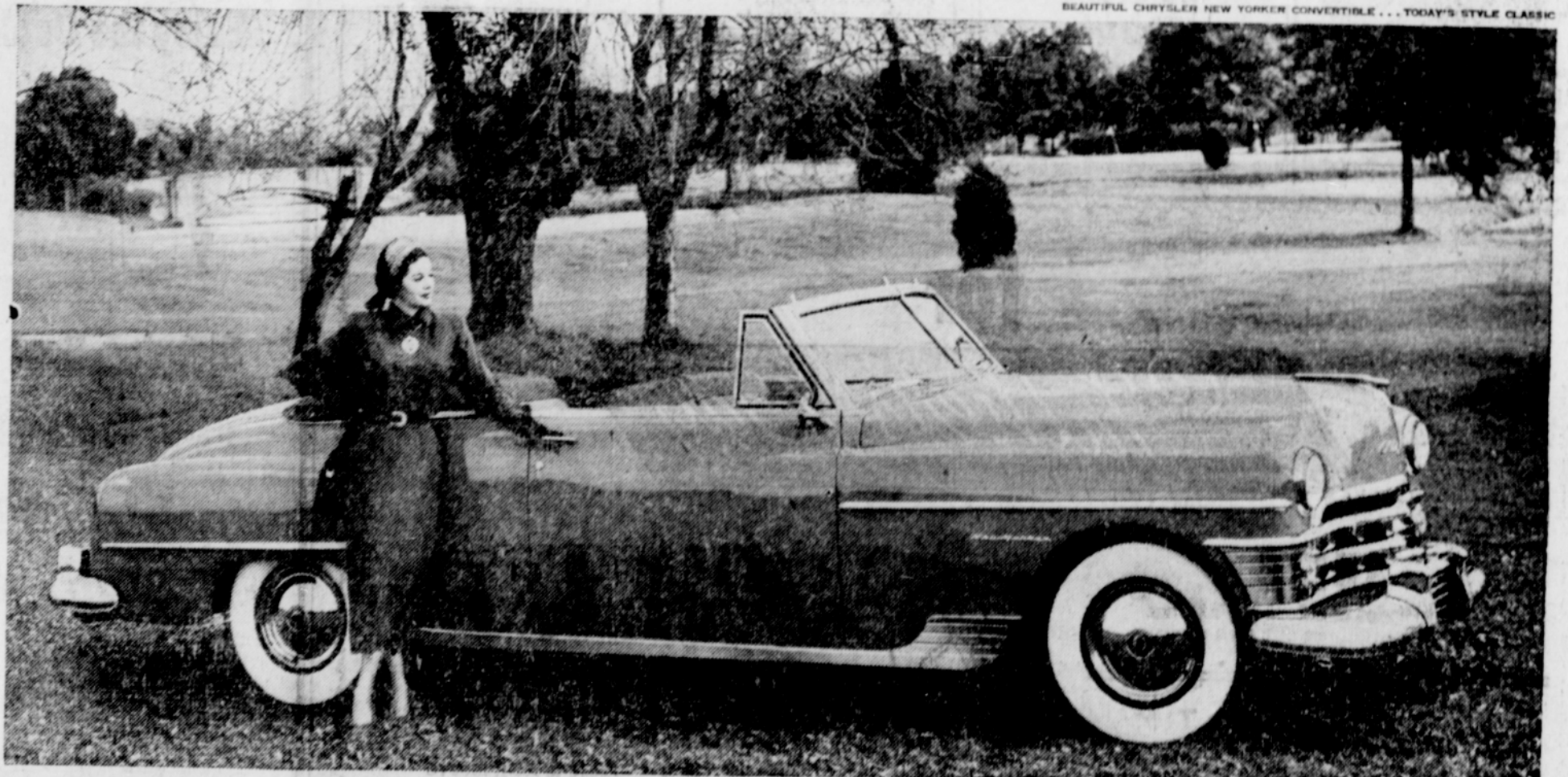
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Chrysler Driving Advantages:

Fluid Drive . . . automatic gear shifting with exclusive car control! High Compression Spitfire Engine . . . extra power at all speeds. Super-finished parts for longer life. Exclusive Lubricated cylinder walls for far greater wear! Waterproof Ignition System . . . prevents stalling in flood or storm. Full Flow Oil Filter keeps oil clean.

Chrysler Comfort Advantages:

Chair Height Seats . . . no crouching on the floor . . . Functional Design . . . room for your head, legs, shoulders. Easy to enter and leave. Center-arm Steering . . . minimizes road shock, wheel lift. Rubber Body Mountings . . . Floating Power . . . eliminate vibration, help give softest, smoothest ride in history.

Chrysler Safety Advantages:

Safety Rim Wheels . . . won't throw tires after blowouts at normal speeds. Constant Speed Windshield Wiper . . . electrically operated. Safe Guard Hydraulic Brakes . . . balanced brake power, smoother stops, less pedal pressure. Cyclebonded linings for double the wear. Full vision . . . wherever you need it.

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