

Cottage Grove Sentinel

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ENCOURAGING THE YOUTH

One thing lacking in this community is appreciation for music. In this we may not be different from a number of other localities, but this is hardly an excuse for attempting to develop well rounded individuals out of the young people who grow up in our midst.

Similar comment has been made in these columns before and the occasion of this comment is a recent letter from a high school band mother, who complained that only the parents of the band members show enough interest in the public band concerts to attend. Whether or not this is true in every instance we do not know, but we do know that only a small per cent of the people will turn out to the average musical concerts and that efforts to promote a concert series in the high school have fallen flat for lack of public support.

We think the present band director is doing a fine job in creating a new interest for a hundred or so youngsters in the grade and high school. And we know that this opportunity to learn music and to appreciate music has not always been available to the youngsters of the community.

We have heard several favorable comments from parents of the band members and parents of the choral members to the effect that these activities have opened new interests to the youngsters and that they have given the youngsters something to do.

The modern school tries to provide training so that the high school students can take their places in society as well rounded individuals, which is something the three Rs never did.

Two communities in the state have led the way in creating interest in the finer arts and are winning national recognition. These communities are Hood River with its musical festival and Ashland with its Shakespearean festival. We doubt if either activity would have won public approval even 20 years ago, all of which shows how we have changed.

99 HIGHWAY TO BE DESIGNED FOR SPEED AND SAFETY

The fact that present plans of the state highway commission call for bypassing the business district here in rebuilding Highway 99 is pretty well known and is generally accepted so far as we know. That it will skip the business district and bypass several smaller municipalities and there has been no great fuss over the new plans represents a change in public opinion even of ten years ago when the average town felt that the highway must not only come through town, but be routed down the main drag. And we can remember when the highway was removed from Cottage Grove main street, was taken as about the worst calamity that has happened here by a few merchants. But if you are familiar with the present 99 traffic, you should agree that removal of the highway from Main street is just about the best thing that has happened to us and about the worst thing was forcing the opening up of every street intersecting the new strip of highway completed here in 1940, which added about 100 per cent to the hazards of the present strip.

Just imagine starting out to Portland from here and having to drag down Main street of every burg between here and there, stopping at all cross walks. That's what it would be like if a few people who are hungry for tourist dollars had had their way a few years ago.

OLD LOGGING ROADS PROVE THEIR VALUE

Old logging roads are proving their value to the timber industry for they not only provide a fire break, but often supply transportation to the forest fire. Old logging roads are credited with stopping a recent forest fire in Washington.

In the days when the lumber operator had to look for a rail line for transportation, the abandoned rail line was often useless in supplying transportation to a forest fire. For when the railroad bridge rotted out, the line was of no value.

The lumber industry is spending millions of dollars in building logging roads and an unprecedented number of logs are being moved to market. Most logging roads are substantially constructed. Perhaps many will be useful in growing another crop of timber.

TAYLORVILLE, ILL., BREEZE-COURIER: "Some sage whose identity is lost in the mists of time spoke truly at a bygone congressional hearing. 'The typical American,' he said, 'wants to put a setting of eggs under the old hen in the evening and have broilers for breakfast.'"

WHERE NEXT?



Letter From Washington 17,247,783 on Government Payroll

by Harris Ellsworth
Representative, Fourth District

When the President sent his enormous budget request to Congress at the beginning of this year he verbally threw out his chest and dared Congress to reduce it. That was a foolish statement. Congressional action thus far on 8 of the 12 regular departmental bills shows reductions totalling more than one billion dollars. In terms of percentage that does not represent a very large cut, but I am just old-fashioned enough to feel that a billion dollars is a whale of a lot of money. (It really is one thousand millions, you know!)

Where does all the money go? Well, a mighty big part of it is distributed in the form of checks to individuals. The latest Treasury report on the number of such checks being issued (July 1, 1951) shows a total of 17,247,783 people receiving payments of one sort or another from the federal government. The comparable figure for July 1, 1932 was 2,196,151. I cannot resist making the political observation that the Democratic administration is sending checks to 15 million more people than the last Republican administration did—or a total number about seven times the size of the last presidential election victory margin.

Pity the poor retail merchant under the present Price Control Administration. Here is verbatim the essential paragraph of ceiling price regulation number seven, issued June 18th:

"Sec. 35, Rule 4: If the article you are pricing has a net cost between two net costs listed for that category in column 2 of your chart, you compute your ceiling price by multiplying

the net cost of the article by the average of the percentage markups listed in column 4 for the next higher net cost and the next lower net cost than the one you are pricing, and by adding the result to the net cost."

But the retailer is not the only one who is having trouble keeping up with the red tape tangle in our wonderful controlled state. When a city or local government unit makes a request upon Washington for an allocation or a priority for necessary materials to construct school houses, pave highways or build other needed structures, the community officials must deal with 19 different government units under the economic stabilization conglomerate set up by the Truman Administration. An individual builder, of course, has to go through the same rigamarole.

It is a pleasure to be able to report that steel is being allocated for the production of a reasonable number of freight cars per month. Transportation and ICC officials have long declared that we must have at least 10,000 new freight cars a month in this country to replace old cars which are going out of service and to build up an adequate car inventory. Early this year panicky production authority executives threatened to cut the steel for cars back to about 6,500 per month, but later had the good judgment to allow car builders to increase their capacity. The goal of 10,000 cars has not yet actually been reached but the output in May was 9,774 cars, in June it was 9,644, and third quarter production is scheduled to total 28,500. Even this output of new cars is not enough to prevent a car shortage in the lumber producing area in a bad season, but it will help.

Odd Fact

After two boys had confessed they had murdered a third and thrown his body in a ditch, the "murdered" youth turned up in a Philadelphia courtroom with the news that he had recovered from what his companions had thought was the fatal beating they had given him.

Typewriter covers for sale.
The Sentinel

BIRTHS

Cottage Grove Hospital
RUSSELL - To Mr. and Mrs. James G. Russell, Cottage Grove, a son, Gary Lee, July 18, 1951.

YEAROUS - To Mr. and Mrs. Gilbert A. Yearous, Cottage Grove, a son, Paul Alan, July 19, 1951.

THOMAS - To Mr. and Mrs. Erle Lawrence Thomas, Route 1, Cottage Grove, a daughter, Erlene Marie, July 19, 1951.

KNOPP - To Mr. and Mrs. Raymond Herschel Knopp, Oakland, Oregon, a daughter, Theresa Alice, July 20, 1951.

CARVER - To Mr. and Mrs. Donald Perry Carver, Cottage Grove, a son, Ronald John, July 21, 1951.

FULTON - To Mr. and Mrs. Theodore Eugene Fulton, Cottage Grove, a son, Timothy Edward, July 21, 1951.

LEVINGS - To Mr. and Mrs. Paul Loran Levings, Cottage Grove, a daughter, Susan Terry, July 21, 1951.

WESTFALL - To Mr. and Mrs. Kenneth Edwin Westfall, Cottage Grove, a daughter, Toni Brooke, July 24, 1951.

DODGE - To Mr. and Mrs. Wilburn Russell Dodge, Cottage Grove, a daughter, Debra Lynn, July 24, 1951.

Sacred Heart Hospital
HUFFMAN - To Mr. and Mrs. Ellsworth L. Huffman, Rte. 1, Creswell, a son, July 17, 1951.

LONGWELL - To Mr. and Mrs. Jim M. Longwell, Route 2, Creswell, a daughter, July 15, 1951.

Nine of ten forest fires are started by man. BE CAREFUL! KEEP OREGON GREEN.

Everybody reads the classified ads

THINGS THAT CANNOT BE BOUGHT

Character cannot be bought, it must be lived.
Education cannot be bought, it must be worked for.
Efficiency cannot be bought, it must be acquired.
Good habits cannot be bought, they must be formed.
Love cannot be bought, it must be won.
Knowledge cannot be bought, it must be attained.
Respect cannot be bought, it must be merited.
Health cannot be bought, but it should be protected.
Time cannot be bought, but it should be used.
Defense cannot be bought, it must be prepared.
Democracy cannot be bought, it must be sacrificed for and guarded.
Salvation cannot be bought, it is free.

MY TREE

Folks say you are an old, old tree, But you are dear—so dear to me; You tap upon my window pane, Telling me the joy of rain.

Ere you face the distant hill, When night is cool and calm and still; And when the winter days are near, You and I are lingering here.

Away from noise, away from dust, Away from cities, sin and lust; Upon the quiet mountain side, Where only you and I abide.

You seem to greet me with a nod, As branches sing a psalm to God; I lean against your rugged bark, While I listen to the lark.

You help me face the coming years And overcome my doubts and fears; We'll keep on to the Journey's End, Just you and I—my loyal friend.

Ann Williams

Hospital Patients

Visiting hours at the Cottage Grove Hospital are as follows:
Medical and surgery patients: 2 to 3 p.m.
Maternity patients: 3:30 to 3:30 p.m.
Evening hours for both departments are from 7 to 8:30 p.m.

Patients entering the local hospital other than maternity cases from July 18 to 25 were: Hazel Louella Freske and Paul Levings, both of Drain; Mrs. Melva Pereira and Edward W. Twing, both of Dorena; Florence Powell of Yoncalla; James B. Reneker of Siskiyou; Chet Baker of Creswell; Clifford Groat, Donald L. Blackwell, Marvin Abene, Agnes Hite, and Dickie Albert Poole, all of Cottage Grove.

Too Late to Classify

FOR SALE: Oats and vetch hay, baled \$30.00 per ton. W. S. Sears, Route 1, Box 700 Delight Valley, Phone 323R1. 51-1tc

FOR SALE: Red Cocker Spaniel, three months old male pup. Ph. 944L. 51-1tc

WE GIVE thanks to the many volunteers whose vigilance, energy and ability controlled the recent fire in the woods near our home—to the benevolence of nature in favorably timing a shift in wind direction—to the many friends and neighbors who expressed concern about us. Frank and Thelma Isbell and family. 51-1tc

CARRIER boys wanted. Phone 949J3. 51-1tc

FOR SALE: Rabbits, all sizes. Weaners, fryers, breeding stock. Q. E. Coop, 3 miles out south Sixth street. 51-3p-53

FOR SALE: 7/10 acre, close to Drive-In Theatre. Foundation poured for house. 24X30 attached garage house, toilet and shower, good well and septic tank. Wired for range. Reasonably priced. Phone 820L. 51-2tc-52

America's fashion car *Henry J*
can save you up to \$600 a year!

Kaiser-Frazer's Henry J receives the famous Fashion Academy Gold Medal Award for 1951



save \$104 to \$538 cash

Right at the start, you'd have to spend up to \$538 more for other competitive full-size two-door passenger cars in the low-price field. And you wouldn't get the smartness or the performance of the Henry J!

Initial savings—up to \$538

save \$10 to \$20 on tires!

To begin with, you save about \$8 on the price of the Henry J tire—a \$90 against the \$70. Then you save up to \$12 more in less tire wear, for the Henry J has been engineered to give you up to 20% more tire mileage.

Tire savings—up to \$20

save \$45 to \$98 on gas

With its amazing economy of up to 30 to 35 miles per gallon, the Henry J can save you up to more than 300 gallons of gas over the economy of the average car—every 10,000 miles! That can add up to as much as \$98!

Gas savings—up to \$98

\$10 to \$50 less maintenance

The Henry J has been economy-engineered! Its Supersonic Engine is simple to adjust. Its body has fewer, less expensive parts, with everything easy to get at! Example: Rear fenders, not welded on, unbolt in minutes for quick fender work.

Maintenance savings—up to \$50

save \$10 to \$60 in fees

Your savings will vary from state to state; but when you add up your Federal, local and state taxes, interest charges, insurance costs and license fees, you'll find there's considerably less to pay the Henry J way!

Fee savings—up to \$60

as low as \$49 a month!

There's another saving to your budget—the low monthly payment possible on your Henry J! If your car is an early postwar model in good condition, for example, your Henry J payments can be as low as \$49 a month!

Total savings: cost, tires, gas, maintenance fees—up to \$600!

"COST-FREE" VACATION
FACTORY DELIVERY
Saves You \$197.25

Thousands of Thrifty Vacationers take Factory Delivery on their Henry Js and pocket the freight savings for fun on the return trip.

Be Our Guest at WILLOW COTTAGE while your car is readied for the trip of a lifetime!

now...more than ever...
the car for today!

5th & Wash.

HANSEN BROS.

Phone 760

QUICK RESULTS FROM
WANT ADS
THE SENTINEL

Forest fires each year cost millions of dollars! Don't start one.