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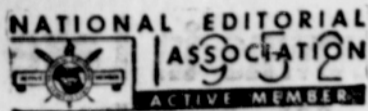
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Referendum on House Bill 465 Costly

Trucking interests tied up house bill 465, which would place part of the highway taxes paid by the long haul trucks on a weight mile basis and the state has already lost upwards of two million dollars in taxes, badly needed for our highways. The issue behind the efforts of the trucking interests, which made the bill inoperative thru a referendum is confusing and if the voter in the November election is not careful private passenger car owners will end up by paying a bigger license fee as well as more gasoline taxes. This is the situation as we see it and as many others see it, who have given any thought to just and equitable means of keeping our highway system in repair.

House bill 465 simply seeks to impose a weight mile truck tax in addition to other fees paid by long haul trucks on the theory that trucks should pay a share of highway upkeep, based on the miles traveled. This plan was developed as motoring developed. The state's first tax was license fees, which were graduated according to the weight of the truck, followed by a gasoline tax and later a ton mile tax. Since 1933 the state has had what is termed a three structure tax system for commercial trucking: 1—license fees, 2—gasoline tax, 3—use of tax based on the tonnage of the vehicle and distance traveled. The difficulty with the latter tax is it fails to recognize the greater demand in highways of heavier vehicles and it fails to apportion the responsibility for the cost of constructing the highways and bridges capable of carrying maximum loads permitted under the present law.

In short as we see it there is a crying need for better highways and for improving existing highways. While trucking is necessary and vital to many communities without rail facilities, at the same time under some of our existing highways, built down cow trails, they are a menace to traffic safety. Unless the trucks pay their share of highway costs, either passenger cars will have to assume the burden of providing highway funds, or our highways will deteriorate.

The Fall of Rome

Attributed to Similar Causes

(By Ralph T. Moore in the Oregon Voter)

The emasculation of federal price controls by the House seems to have been received with remarkable apathy. Perhaps the public is becoming aware of the uselessness of such measures in controlling an inflation chiefly caused by current government borrowings from the banks and insurance companies. Let us hope that it also evidences a spreading conviction that a federal bureau inclines to be a device for doing nothing and doing it expensively, efficiently and impressively.

It is a standard socialistic fallacy to believe that prices can be rigidly controlled while wages are left free. The idea is designed to bridge a gap in realism by giving the illusion of actually performing that highly desirable but physically impossible political feat of having your economic cake and eating it too. It is an attempt to get around impeding substantive human characteristics by pretending they do not exist. But such foolish abracadabra is always exposed sooner or later. Yet it serves temporary political purpose owing to the traditional shortness of memory that characterizes American public opinion.

The essence of true democracy is basic reliance on natural laws of supply and demand for economic equilibrium. Only dictatorship can resort to artificial controls employing the power of government. Yet the exigencies of war compel use of government fiat to channel production into war munitions and to correspondingly restrain competing production for civilian consumption. Such extraordinary controls are the ardent delight of those who incline toward the planned economy of socialism.

We have consequently seen much of this crisis technique used to justify continuation of bureaucratic controls. The latter have contributed little or nothing to the national economy other than to saddle it with a terrific fixed government overhead. Perhaps the most that can be said for these elaborate but practically useless control structures is that they furnish jobs for millions of workers who would otherwise be profitably employed in producing the goods of commerce.

The masterful work by Gibbon on the decline and fall of the Roman Republic was published some 165 years ago. It will be both interesting and instructive to review the basic reasons he gave for Rome's destruction. These reasons are practically identical with current public policy in these United States. They parallel the present social security program and the frantic defense expenditures in protection against an enemy that is presumed to be without when he is actually within the commonwealth's own falacious policies.

There is no absolute proof that the U. S. is now doomed to follow Rome's path. But the similarity between our own current predicaments and those that eventually destroyed Rome is too close to be lightly brushed off as inconsequential. Our people are no more immune to the lethal attractions of economic give-aways than were the Romans. Our conscience still speaks as softly and our self-interest shouts just as loudly as did the Romans.

As stoutly maintained by most economists, the most sensitive and scientific of controls over prices are those exercised by the American housewife in a free market. No system of artificial controls could possibly be as effective or as fair to both producer and consumer. But the simplicity and the economy residual in the free choice of the housewife do not fit into the concepts of the planners. For the people must be made to fit the plan rather than to have the plan made to fit the people.

Somewhat or other, one cannot escape a persistent suspicion that this whole planning and controls business bears close resemblance to the original dictatorship which the U. S. was designed to abolish.

Charles R. Earl

Funeral services were held for Charles Ross Earl, Cottage Grove, at 2:30 p.m. Monday, July 7, at Mills Mortuary with interment in the local IOOF cemetery. Paul Lubbers officiated.

Mr. Earl was a lifelong resident of Cottage Grove. He passed away July 4 at a hospital in Eugene at the age of 62. He was born in Cottage Grove in 1890.

Surviving are one nephew, Charles Doty of Swisshome, and several cousins.

WHITEAKER ST. CAFE

TAKEN OVER RECENTLY

Mrs. Gussie Belk has taken over the Whiteaker Street Cafe from Mrs. Frances Glenn. The new owner has been operating the cafe for about a week. For the present no change in policy is contemplated.

However, to serve the public better, Mrs. Belk has established longer hours and will remain open from 6:00 a.m. to 10 p.m. The Whiteaker street cafe has featured short orders and lunches.

Progress Report

Continued from page 1

amendment to authorize the council to sell the \$275,000 bonds. However, some councilmen noted, since it was necessary to sell but \$225,000 of the \$400,000 sewer bonds authorized in the November, 1950 elections that perhaps the whole \$275,000 in water bonds might not have to be sold. Contractor and engineer estimates on the sewer system brought the amount down.

Some councilmen have indicated that they would like to see the water issue voted on a special election yet this summer instead of waiting until November in hope some work on the project could be started.

Three carloads of pipe have been ordered for delivery sometime this summer, to be paid for with funds on hand at the end of the fiscal year. This pipe probably could be laid in preparation for the more extensive water line distribution system.

City Engineer L. W. Colner reported that the water line was being laid to serve the \$150,000 sewage disposal plant now under construction northeast of the city. The construction is now in its third week. Contractor is Henry Den Herder of Lebanon.

Street Bids to Open

Mr. Colner also reminded the council that bids would be opened on July 14 for improvement and paving of 3,881 feet of street on Tenth and Taylor in the area of Harrison school and the high school. He said that no bids had yet been received. This \$80,000 project is one of the largest undertaken recently by city property owners.

Council okayed the hiring of Hamilton & Thoms, Eugene contractors, to construct a pile bridge over Silk Creek at a cost of about \$3,100. The bridge will provide an entrance into the new Oak Park Addition being developed by Earl and Maynard Wilson on the west side of the city. Work on the bridge is expected to start right away.

Council also took the routine action of re-hiring all city employees at the same rate they are now earning with the exception of raises recently granted to some of the city crew working on an hourly basis.

Acting Police Chief Charles Roberts was instructed by the Mayor to attend to a complaint about garbage being dumped in the rear of the property at 700 Gibbs.

Bills and reports were okayed. However, several bills had to be marked "hold" because of lack of funds in the treasury. They will go on the current year's business, since books are closed as of June 30.

New Water Rates

(Continued from page 1)

\$2.75 added to that amount would be \$3.44. The sewer charge for those within a mile outside city limits would be 50 per cent of \$3.44, or \$1.72.

A great deal of confusion was brought about when council raised rates first in March, reducing the minimum gallons to 3,000 for a \$2.50 basic rate. Council later reconsidered and rescinded this action.

Only question left unanswered thus far is whether the city will allow an extra 4,000 gallons during the summer months for sprinkling without extra charge.

Some councilmen have indicated that if water was available it could be used without extra charge, but no formal action has been taken on the question.

All councilmen have said that people should be willing to pay the new rates since new projects are under construction from which they benefit. The new rates will help pay for the sewer and proposed water systems.

Too Late to Classify

HOUSE FOR RENT, no bath. Ph. 6F3. Alfred Wulff. 48-1tc

FOR RENT: Small 2-bedroom house. Will rent either furnished or unfurnished. Close in. Phone 955J3 or 773R. 48-1tc

LOST OR STRAYED: Large grey tiger cat, altered male. Reward. Ph. 730R4, or 56. Answers to name of Butch. 48-1tc

FOR RENT: Small house on Tyler street. Phone 542J. 48-1tp

WANTED: Logs for winter cold deck. Prefer second growth. Good scale and payments when desired. Wagner-Binford Lbr. Co., Cottage Grove on Highway 99 North. 48-1fxxxx

1950 Chevrolet for sale, like new, low mileage. Can be seen at 1100 Chamberlain after 6 p.m. Ph. 1099L. 48-1tc

LAST CALL for Boysenberries. Ripen now. Phone 1037J, 1661 No. Pacific Hiway, Cottage Grove. 48-2tc-49

FOR SALE: 1936 Chevrolet coach, good condition. Harry Durflinger, Delight Valley. 48-1tc

LOST: Boat oars, between Cottage Grove and Dorena lake. Phone 410R.

WAREHOUSE FOR RENT on Hiway 99 South, close in. Wm. Bartels, phone 176J. 38-3tc-50

Letter From Washington

Committee to Proceed Investigating Sale of Indian Lands

by Harris Ellsworth Representative, Fourth District

Around the first of this year there came to light some facts regarding queer and doubtless outright fraudulent transactions in the sale of Indian-owned timber lands in Curry County.

As soon as I could get some facts and some affidavits together on this subject, which clearly proved that there had been several "irregularities," I called the matter to the attention of the House Committee on Interior and Insular Affairs. At about the same time I introduced a resolution in the House of Representatives to direct the committee to make a full investigation of the matter and report to the House. Due to some complications developing from the fact that another member had introduced a resolution calling for the investigation of the Indian Bureau for other reasons, House action was delayed. Last week, however, my resolution was passed. The committee will proceed with the investigation.

In a speech I made on the floor of the house early in March I told the story, as far as we knew it then, of some of the Indian land deals. There were several "queer" deals. For example, in one case the Indian owners received \$135,000 for some land. The purchaser then sold the land for \$165,000 to a "buyer" who immediately gave an option to third parties for \$300,000. The option holder then sought to sell the land, which is a valuable timber property, for a reported \$800,000. Records I have in my possession indicate that bona fide offers from possible purchasers had been made to the Indian Bureau in amounts of two or three times the price paid for the land to the Indians in the sale mentioned above.

News Briefs

Mr. and Mrs. Clair Corus of Portland and Mr. and Mrs. Al Wallace of eastern Oregon spent Tuesday and Wednesday here with Mrs. J. R. Hendricks, aunt of the ladies.

Mrs. Marcelle Daniels returned home last week from a two weeks' trip to Fredonia, Kans. She was accompanied home by Mrs. Mary Wells and Mr. and Mrs. J. M. Up-ton of Fredonia. They spent a week here with Mr. and Mrs. Bert Wade, Mrs. Daniels and daughter, Earlene.

Guests at the L. E. Hudgins home on the Fourth were Mr. and Mrs. Eldon Hudgins, Mrs. Mollie Bishop, Mr. and Mrs. Lloyd Bishop, Mr. and Mrs. Ben Johnson, Kathy and Michael Saunders, all of Cottage Grove; Mr. and Mrs. Orvis Rider and son Buck of Springfield, and Bruce, Sandra and Darryl Medford of West Point, Calif.

Mr. and Mrs. W. A. Aplin spent the week end in Portland and attended the Portland Beaver-San Diego baseball double header on Sunday. They report both games good with Portland winning the first game and San Diego the second.

A letter from Mrs. S. W. Osterlander of Anchorage, Alaska, states that they expect to be in the states during August and plan to visit in Cottage Grove.

Hospital Patients

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

Patients entering Cottage Grove hospital other than maternity from July 4 to July 9 were: Billy Aspelin, Louise Landomb, Robert Bradford, Charlene Wales, Bill Fuller, and Frank Mangan, all of Cottage Grove; Marjorie Seymour and Ray Sheffer, Drain; T. E. Kendall, Eugene; Ambrose L. Culp, Mosby Creek; Millard Ward, Dorena; Walter Neal, Creswell, and Claudia Bowman, Yoncalla.

George Byers

George Byers of Grangeville, Idaho, brother of Mrs. Annie Garoutte of Cottage Grove, passed away at Grangeville on June 4, 1952, at the age of 77. He was born in Indiana, May 25, 1875. He had been a resident of Grangeville since 1915 and had been employed by the Grangeville Stores for the past 20 years.

Surviving are his widow, Eva Todd Byers; one daughter, Dovie Byers, both of Grangeville; one sister, Mrs. Annie Garoutte of Cottage Grove and one brother, Frank Byers of Eugene.

Funeral services and burial were held at Grangeville.

It isn't what a man gives, but the way he gives it that shows his true character.

McFarland Infants

Gerald Dean and Shiril Earlene, infant son and daughter of Mr. and Mrs. Everett McFarland of Dorena, passed away July 5, the day of their birth.

Surviving besides the parents are grandparents: Mr. and Mrs. F. A. McGee of Culp Creek and Mr. and Mrs. Claude McFarland of Dorena.

Services were held at 2:30 p.m. Wednesday, July 9, at Mills Mortuary. Interment was in the IOOF cemetery.

MOSBY CREEK

Mrs. Harry Castle, Reporter Phone 968J3

The Charles Putman family was pleasantly surprised Sunday by a visit from Mrs. Putman's cousin and family, Mr. and Mrs. William Rauscher and their granddaughter Deana from Yakima, Wash.

The Rauschers were returning from a visit with their son in California.

Mr. and Mrs. Darrel Mosby and family attended the Rodeo in Yoncalla Friday and Saturday where Mr. Mosby acted as judge and Mrs. Mosby took part in the riding, winning second the first day in the Pole-Bending race and first the second day in the same race.

Harry and Herman Ekelund, twin brothers of Cliff and Pete Ekelund, spent the holidays here. They are stationed at Whidbey Naval Air Base, Wash.

Mr. and Mrs. Arnold Duerst had all their children home the Fourth for a picnic in their yard.

Mr. and Mrs. Walter Robird of Eden Park were dinner guests

Sunday evening at the home of Mr. and Mrs. Albert Langston.

Mrs. Pete Ekelund and new baby daughter, Susan Carole, returned home Thursday from Cottage Grove hospital.

Mr. and Mrs. Mike Farber and Barbara of Portland spent the week end at the home of Mr. and Mrs. Harry Castle. Friday those enjoying a picnic at the Castle home were Mrs. Cliff Green and children, Beverly and Sherrie; Mr. and Mrs. Lester Rearrick, Allen and Judy of Blue Mt.; Mr. and Mrs. Ed Seward and three daughters of Pass Creek, and Mr. and Mrs. Farber and Barbara of Portland.

Mr. and Mrs. Myron Milton and daughter went to New Plymouth, Idaho over the week end and visited at the Lew Pool home and other places.

Mr. and Mrs. Clyde Putman and son Dale and Loucen Ballard left the 27th of June for Halfway, Ore., to visit Mrs. Putman's and Loucen's grandparents and other friends. They plan to be gone two weeks.

Marian Seidel went to the Timber Carnival at Albany the Fourth.

A guest for two weeks at the home of Mr. and Mrs. Walter Reid of Walden district was Dr. Reid of Chicago, a brother. The Reids took their guest to the coast for a few days fishing and stay at the Fred Overton cabin at Heceta beach.

Mr. and Mrs. Jim Creig of Tacoma visited over the week end with Mr. and Mrs. Glen Roby. The Creigs came to get their three sons who have been visiting at the Roby's for six weeks. Mrs. Creig and Mrs. Roby are sisters. Saturday evening Mrs. Roby gave a dinner for her guests, and a brother and wife, Mr. and Mrs. Bob Seidel, were present.

Lt. Byron Foster of Houston, Texas visited Saturday evening with his aunt and uncle, Mr. and Mrs. Harry Castle of Blue Mt., Mr. and Mrs. George Foster and Mrs. Bill Pruitt of Thornton corners also called.

Mr. and Mrs. LeRoy Ogle visited relatives in California over the holidays.

Callers Sunday afternoon at the Harry Castle home were Mr. and Mrs. Charles Jones and son Ronnie of Walden district and Mr. and Mrs. F. W. Frost and two children of Cottage Grove.

Mr. and Mrs. Fritz Britt of Renwick, Iowa visited one day last week at the home of Mr. and Mrs.

Arnold Duerst. Mr. Britt is cousin of Mr. Duerst. Dick Hackenburg of Grand Pass is staying at the Glen Roby home and will go to work from there.



Homer Hansen

You know, vacation time is a lot of fun for the entire family... but there's no reason why your vacation has to end when you wheel the family chariot into the hangar at the end of the trip. Many campers, tourists, hunters and fishermen are piling up on door thrills by packing a color movie camera along on trip. Comes winter time and you can re-live the trip by projecting it on a screen in the living room. And you can save wear and tear on your arms by showing the fish you hooked, instead of trying to describe it. And nobody can accuse you of getting that moose head on the wall from a pawn shop, when they see you starred with a kayeed moose in your color film.

It's a thrill you and your family can enjoy as long as you pay your light bills. Personal sport films can be carried too far of course. There was one that a woman showed recently, and the final picture was a lion jumping directly at the camera with its mouth open. She said, "That was one's best shot, poor fellow."

We wish you all kinds of vacation-good-times. And so you won't be worrying about car ailments, we'd like to be responsible for your car's performance... You can count on our expert technicians... and friendly, cooperative service.

Let's all support the Cottage Grove Rodeo July 19 and 20. What helps the Rodeo helps Cottage Grove.

Everybody's talking about the way we straighten out crooked, off-balance wheels that cause wear and tear on your tires and steering mechanism. Our experienced men, working with modern equipment can take the litters out of your wheels at HANSEN BROS. 5th & Washington. Phone: 760.

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"We solved our hauling problems with Dodge 'Job-Rated' trucks"

... says BERNARD J. CARNEY, Manager, Weyerhaeuser & Denkmann Lumber Yard, Rock Island Lumber Co., Rock Island, Ill.

"Our business calls for trucks that can haul big loads day in and day out—and we like our trucks to last, too! That's why we prefer Dodge trucks that are 'Job-Rated' to fit our particular hauling job. 'We recently put in service two Dodge 'Job-Rated' 1 1/2-ton models... and they sure haul big loads the way we want them to! For instance, the 170-inch wheelbase models allow for a 14-foot body, which is ideal for our business. And Dodge easy-handling advantages enable us to maneuver these trucks in the same space as some other trucks with 12-foot bodies."

- For bigger payloads, choose from many Dodge "Job-Rated" trucks—1/2- through 4-ton.
- "Job-Rated" engineering makes it possible for you to haul more with the right Dodge truck for your needs.
- You haul more economically, because of advantages like lightweight aluminum-alloy pistons and others.
- For smoother power and extra load protection, gyro Fluid Drive is available on 1/2-, 3/4-, 1-ton and Route-Van models.
- Come in for a demonstration—and an extra good deal!

Better weight distribution. The short wheelbase design of Dodge trucks allows more weight to be carried on the front axle. Because the engine is located farther forward and the front axle is moved back, you can haul bigger payloads without overloading.

The right load-carrying units. The frame, axles, springs, and other units that carry the load are "Job-Rated" on Dodge trucks. Each is engineered to provide the strength and capacity needed to support your load. And all are "Job-Rated" to work together!

The right load-moving units. You get an engine that's "Job-Rated" with plenty of power to pull bigger loads at low cost. In fact, all load-moving units—such as clutch, transmission, rear axle—are engineered to move bigger loads.

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