

The Cottage Grove Sentinel

Established August 15, 1889
 Phone 555 or 556
 Published every Thursday at Cottage Grove, Oregon
 Entered at Cottage Grove, Oregon, as second class matter.
 Subscription rates, cash in advance. No subscription for less than three months.
 In Oregon 1 Yr. 6 Mos. 3 Mos.
 Outside Oregon 1 Yr. 6 Mos. 3 Mos.
 Foreign rates on application 1 Yr. 6 Mos. 3 Mos.
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Turkey Is a Holiday Bird

The cold statistics would indicate that while we eat bountifully of turkey on Thanksgiving Day (and, in various vestigial varieties for several days afterward!), we eat sparingly of the fowl the rest of the year.

Government figures of the last few years show the average American consuming 70 pounds of beef and veal and 27 pounds of chicken annually; among other meats, but only five pounds of turkey (mostly on Thanksgiving!).

The first white settlers in America—and long before them, the red Indians—found wild turkeys plentiful in the forests and one of the principal sources of their game meat. It is said that our modern turkeys are not, however, descendants of the wild ones that graced the first Thanksgiving tables back in the fall of 1621 when the Pilgrims of Plymouth, Mass., observed a day of gratitude for God's goodness to them and for the plentiful harvest, but rather of a few domestic fowl brought over from England as early as 1614.

An Athletic Club in Cottage Grove

The success of the proposed Wednesday evening men's recreation night, which is still in the organizational stage, is practically assured as many have signified an interest in the program.

As the program stands now the local high school gymnasium will be available every Wednesday evening from 7:30 to 9:30 for all men interested in getting a "work out." Rental fee for the gymnasium, according to Superintendent Virgil Kingsley, will be \$10 per night. The recreational program is being set up on a 20 weeks basis and the rental fee for the whole period must be paid in advance. It seems that at least 40 men can be procured. This would make each "member's" fee \$5 for the whole 20 weeks.

It is hoped that the recreation night can be turned into a Cottage Grove Athletic Club with a year around program set up. When the swimming pool is finished possibly the "club" could rent it one night a week and maybe a softball league of some sort set up for the summer recreational program and then use the high school gym again for the winter's program. This way yearly dues could be collected from each member, making the planning of a year around program much simpler.

Bicycle Riders Should Be Trained Too

For the next couple of months, we will experience one of the most difficult times of the year for driving a car due to the early darkness. We now have about three hours less daylight as compared to the summer months and it's less than a month away to the shortest day of the year.

Pedestrians and youngsters riding a bicycle cannot be too careful in traveling unlighted streets and highways. Until recently we thought the campaign to see that youthful cyclists carried a light at night was successful, but evidently a good number of those riding a bicycle have forgotten the campaign, or else have never been reminded of a light at night as a safety feature.

In traveling a road just outside of the city limit a driver suddenly came upon two boys riding a bicycle without a light. It happened to be in that dangerous period, which follows dusk. The boys meeting the driver, were fortunate enough to be on the edge of the road and thus avoided what might have been a tragedy.

The next boy or boys or girls may not be so lucky. It is dangerous business to ride any sort of a vehicle without lights after dark, just as it is equally dangerous to walk along the highway or streets at night with dark clothing.

Pedestrians Should Be Courteous, Too

A lot of editorials have been written on the subject of careful driving, but few are written on careful walking. And with today's motor traffic as heavy as it is careful walking is a must.

Pedestrians should remember that they should show the motorist the same courtesy that they expect of the motorist, that they should obey traffic laws just the same as if they were driving a motor vehicle.

And you can go out on Boonville's Main Street at almost any time of the day and see a violation of traffic laws by pedestrians.

They fail to obey stop lights, they jaywalk. These are the most noticeable violations.

Then there are others that, while possibly not covered by law, are covered by rules of safety. These include getting out of a motor vehicle on the street side, especially without watching the traffic while walking across the street.

Remember, Mr. Pedestrian, you, too, can save a life by observance of traffic laws and safety rules. And when you do—that life is yours.

—The Boonville (Mo.) Daily News

An Unpaid Political Debt

Looking for the softest spot to hit in 1956, Sen. Wayne Morse, now Oregon's senior senator, recently repeated the assertion that he did not owe the republican party of Oregon anything. However, there are several thousand republicans in this state who know better. They know that he owes this party for the elections of 1944 and 1950, which they financed. They of course had no way of knowing that they were dealing with another Judas in 1944, since the candidate at this time was a comparative newcomer to politics.

Bill Tugman of the Eugene Register Guard comes up with the timely observation that Morse first chose the republican party in 1944 because he, Morse, felt the democrats were weak financially and could not finance his campaign. Tugman's source of information in this instance is reliable, we believe.

It will be rather interesting in 1956 to see the course of Morse's political strategy. Maybe he thinks he can win the democrats into nominating him, since the party's vote and finances are improved or maybe he will choose to run actually as an independent with the hope that he can pull enough votes to win.

All of us have our difficulties and it is natural that we feel sorry for ourselves. But a wise man once observed that if everyone's troubles were thrown onto one pile, we would all hurry to get our own troubles back for fear that we would be saddled with someone else's woes and heartaches.—The Howells (Neb.) Journal



Tribute to Our Hospital

We are using this means to let others know, once again of our wonderful hospital.

The nursing and care received by our mother, when she was ill and confined to the hospital, which we feel sure is above the average, in comparing the Cottage Grove hospital to other institutions of its kind.

Each attendant who entered her room, whether a maid, cook, technician, nurse, doctor or representative of the hospital in whatever capacity, seemed to have a single emanating force of loving concern and care for the patient and for any member of the family that might be with her. We do not mean to imply that the friendly concern and tender attention was the sum total of her care by any means.

Angels of Mercy.

The professional attendance and aptitude of her doctor and nurses, could not have been better. During her severest illness, or relapses, her doctor was by her side for hours on end and the remainder of the time you could expect the doctor or another doctor in collaboration and make a checkup call. Her special nurses and regular floor nurses, after helping mother, have more firmly than ever been rightly endowed with the title, "Angels of Mercy."

All of the hospital staff seemed to be working together with just one purpose in mind: to extend one hand to mother in loving care and the other to us, her family in comforting friendliness.

If it had not been for such wonderful professional care and kindness, our mother would not have been able to have lived those last three or four weeks. And without them, we, her family, would have been denied some of the blessings with which she wished to endow us. She had time before parting to instill within our hearts and more deeply, the good and true things of life.

With every passing day she was given just a few more hours to bequeath her love and values of mercy and goodness, to forever firmly instill them in our lives and all those who may have known her.

So we join in thanking the doctors and hospital staff for helping mother to be with us a while longer, against almost impossible odds.

In sincere gratitude
 The Sam Eastburn family.

OUR CHRISTIAN MOTHER

We thank you, God, for giving us
 A mother fine and true,
 Who left us here with loving thoughts
 And journeyed back to you.

She filled us all with Christian love,
 Her courage, we have felt,
 When to her Bible she would go
 Before you, God, she knelt.

We were not all she had, you know,
 She mothers others too,
 It seemed they came to her with faith
 That mom could see them through.

Her beauty lives we realize
 Like rays of setting sun
 That shines again, thru cloudless skies
 Her life has just begun.

Civil Service Executives Improvement Training Program to Be Conducted

A Civil Defense course in rescue work will be held in the Exhibition Bldg. at the Lane County Fair grounds from November 29th through December 1st, according to James C. Koepke, Lane County Civil Defense Director.

This is one of three rescue schools to be staged in Oregon by a traveling team from the Federal Civil Defense regional office at Santa Rosa, California. Quota for this course has been set at 30 persons, which will include some civil defense personnel from adjacent counties. The purpose is to train persons who can become instructors in their communities.

Past experience in Europe has shown that men belonging to highly mobile reserve units can save the lives of many persons who might otherwise die from injuries, shock and other causes, following an enemy attack.

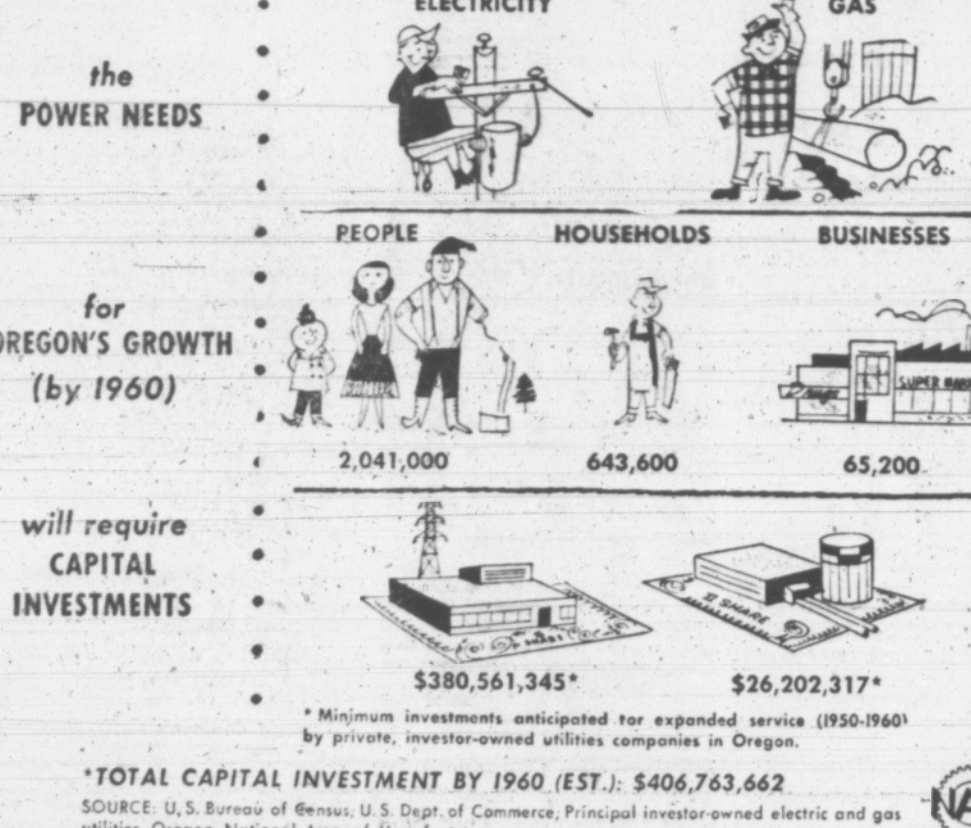
The three-day course will include damage survey of buildings, use of power equipment, stages of rescue, casualty handling, lashing and rigging, rope tying, handling ladders, tunnelling, shoring and breaching of walls.

Eugene's rescue truck, which was financed by the Lions Club and the State CD rescue truck, will be available for use at the fair grounds. The vehicles contain tackle block, power winch, generators and lights, chain saw, wrecking bars and other apparatus needed for heavy rescue work. The training will be quite specialized.

Other rescue courses in Oregon are scheduled for Albany, December 2-3, and Portland, December 6-10.

1950-1960: Decade of Opportunity for OREGON

POWER FOR TOMORROW



DAV Cartoon of the Year



LaRue G. Edwards of the Johnstown (Pa.) Tribune-Democrat is winner of the annual Disabled American Veterans newspaper editorial cartoon award for his "Faith, Hope and Opportunity".

'More Physical Education,' Says U. of O. Professor

UNIVERSITY OF OREGON, Eugene, November (Special)—An article on "Physical Education and National Survival" by Dr. H. Harrison Clark, research professor of physical education here, appeared in the October issue of Education magazine.

In the article, Dr. Clark points out that an "essential motivation of European systems of physical education has been preparation for war." In contrast, American culture has not used education as preparation for war except during periods of conflict, he writes.

"As a consequence, the presentation of physical education in educational institutions as preparation for national defense has not been effective and programs designed to achieve this end have not survived," Dr. Clark stresses.

Dr. Clark says that "physical education must once more unitedly accept, and continuously as long as danger exists, the conviction that its primary concern is the development of strong and enduring bodies."

The article points up this need by citing physical fitness statistics from both World War I and World War II.

89 U.S. CITIES COULD BE BOMBED IN A SINGLE DAY

A sudden air attack on this country could mean 11,000,000 dead or wounded. You can help stop this deadly threat to our nation by joining The Ground Observer Corps. Volunteer today to be a civilian plane spotter. Help keep your country safe. Call or write Civil Defense.



Show Sign Ink—The Sentinel

Buick Announces Auto Price Cuts

Buick has announced price cuts ranging from \$140 to \$464 in the suggested delivered prices of its 1955 models on the Pacific coast.

Power steering has been reduced from \$125 to \$100.

The new models went on display for the first time Nov. 19.

Much of the price reduction was attributed to General Motors' new pricing policy establishing a maximum freight charge to all points more than 1200 miles from the Buick plant in Flint, Under this policy, the freight reductions to Pacific coast points on a 1955 Buick run from \$167 to \$184.

Freight charges in 1954 ranged from \$336 to \$372. On 1955 models freight charges will run from \$169 to \$183.

"Our 1955 models will be offered Pacific coast customers at greatly reduced prices," said Ivan L. Wiles, general manager of Buick and vice president and director of General Motors. "These price reductions make our new models, with their improved styling, higher horsepower engines and new variable pitch Dynaflo transmission, the greatest values Buick has ever offered."

The list price of two models were reduced \$174 and \$273. The Century estate wagon was reduced from \$3172 to \$2899, and the Special estate wagon from \$2900 to \$2726.

"With the reduction in freight charges, the price decrease on the Century estate wagon on the Pacific coast will be \$464 and the decrease on the special estate wagon will amount to \$356," Wiles said.

Motor Club Campaigns For Safe Driving Day

Immediately following Governor Paul Patterson's proclamation designating December 15th as S-D (Safe Driving) Day, Ray Conway, manager of the Oregon State Motor Association, volunteered the aid of that association to make the campaign a success.

Mr. Conway said that S-D Day will give every driver and pedestrian in Oregon a chance to take a close look at his driving and walking habits and eliminate those he knows to be bad.

"The whole purpose of S-D Day," Conway pointed out, "is to show motorists and pedestrians that they can greatly reduce traffic accidents by their own actions."

"The vast majority of people know how to walk and drive safely, but they don't always do what they know they should," he added. "If everyone can be shown on this one day how much each individual contributes to the overall safety record of the community, there is a very good chance that they will remember it for a long time to come."

The motor club will make its major contribution in the promotion of S-D Day in the areas of traffic safety where it has been working for many years—elementary school safety, high school driver education, and pedestrian protection.

In 1939 the Navy hand only 80 destroyers—30 in the Atlantic and 50 in the Pacific. Today there are 125 destroyers in the Pacific alone.



"Another trouble with Socialism is that it soon runs out of rich people and has to fall back on folks like you and me."

TYPEWRITER RENTALS

COTTAGE GROVE SENTINEL
 116 N. 6th Phone 555

Bohemia

(Some of its early history)
 (By Ray Nelson)
 (continued from last week)

Chapter 11 THE COPPER MINES

Oregon-Colorado, Riverside, etc.

As the early day mines were developed and the tunnels driven deeper under the surface, it became apparent to all that the free milling gold ores of the surface gave way at depth to what was called "base" ore, that is, rock, which contained a heavy percentage of the sulphides of lead, zinc and copper.

It was reasoned that veins which outcropped in the bottoms of deeply eroded canyons, would show the same percentage of base ore, as was found at the same elevation in the central part of the District, and this was found to be true.

All around the outer fringe of the camp, at lower altitudes, are found strong veins of the base metals. Prominent among these, because of their greater development, are the Oregon Colorado and the Riverside. Both of these properties were extensively developed by the Vesuvius Mines Co.

The Oregon-Colorado was discovered about 1898, and was owned then by J. I. Jones, J. V. Cook and James Hemenway. By 1901 approximately 450 feet of tunnel had been driven, exposing a ledge 14 feet in width, carrying up to one ounce of gold, three to five ounces of silver, and up to 33% copper. At this time it was purchased by F. J. Hard and incorporated as the Oregon-Colorado Mining and Milling Co., which was later merged into the Vesuvius Mines Co.

Under Mr. Hard's management, work was started on a deep tunnel, 450 ft. below the upper workings, and a wagon road was constructed from Champion saddle to the mine, a distance of four miles. By August 1904 the main tunnel was in 300 feet; several hundred tons of ore were on the dump, bunkhouses and cookhouse built, and the road completed. By October 1906 they had driven in 1200 feet, air pipe and rails were installed, and four ore shafts had been cut. In 1910, reports show 2000 feet of main tunnel completed, giving a depth below the ridge top of 1000 feet. Average values of ore, according to flotation tests made by Minerals Separation Co., were 4.22 oz. silver, 3.69% copper, with a trace of gold at depth and up to one ounce at the surface.

Strenuous efforts were made to raise money for a concentrator; but World War I brought a stop to work, and the loss of Mr. Hard and his son soon after, caused the Oregon-Colorado to lapse into inactivity, along with the rest of the Vesuvius groups.

The mine is four miles down the far side of the Calapooya crest, and hauling raw ore up a steep mountain grade four miles, then down again 36 miles to Cottage Grove, and thence to Tacoma, Wash., to the smelter, is not economically feasible, at the present time (1954).

The RIVERSIDE MINE—almost four miles by road and trail, east of the Oregon-Colorado, but only over the ridge in direct line, and on a parallel ledge—followed closely the history of the Oregon-Colorado. It was opened up about 1899 by Cook (of Musick fame) and Hemenway, Smith, Hardy and Thompson, under the name of the Riverside Gold Mining Co. By 1901 some 350 feet of work had been completed and good gold values found.

In May 1901, F. J. Hard bought the mine, and as was his invariable custom, started a big tunnel at depth. By 1905 this was in 1200 feet, all on the vein or directly alongside it, with frequent crosscuts showing a vein and ore shoots much wider than the tunnel. By 1910 the main tunnel was 1800 feet long, still in ore. The grade of ore was similar to that at the Oregon-Colorado; not quite so much copper, a little more gold and some lead and a lot of zinc. Operations ceased here at the same time as those of the other Vesuvius Mines Co. properties.

In addition to the above, the Golden Slipper, Mayflower, Calapooya, Mineral King, Copper King, Grizzly, Rattlesnake and Stonewall groups all carry considerable amounts of copper, as do all the central mines, at depth.

Next week, before going ahead with the history of the "Big Mines," we will list SOME of the rest of the almost 2000 mining claims that were located before 1902.

Maude L. Wright

Maude Lenore Wright, 80, a resident of Cottage Grove since 1912, died at a rest home in Eugene, on Sunday, November 21, following a long illness. She was born Maude Hussong, January 25, 1874, at Sanford, Ill., and was married to James A. Wright, who preceded her in death in 1930. Mrs. Wright came to Cottage Grove from Hutsenville, Ill. She was a member of the Methodist Church and the Social Twelve club.

Surviving is one son, J. Gordon Wright, Los Angeles, Calif.

Funeral services were held at Mills Mortuary Wednesday, November 24, at 10:30 a.m. Interment was in the Odd Fellows cemetery.

Joe Cellers

Joe Cellers, a resident of Drain and North Douglas county for 79 years, died Wednesday, November 17, at the age of 82 years. He was born at Tarkio, Mo., March 8, 1872, and came to Drain from Missouri with his family at the age of three, completing the last leg of the trip by covered wagon from San Francisco. On July 4, 1897, he was united in marriage at Drain, to Lona Sanders, who survives him. Mr. Cellers had been a farmer and timber worker during his active years, and was a member of the Woodmen of the World at Yoncalla.

Surviving him besides his wife are six sons: William, Drain; Montgomery, Seattle; Kyle, San Mateo, Calif.; Elbert, Glendale, Fern Ridge, and James, Yoncalla; four daughters: Mrs. Virginia Conley, Mohawk; Miss Elizabeth Cellers, Eugene; Mrs. Byrl Watson, Umatilla, and Mrs. Sylvia Mattoon, Drain; 19 grandchildren; 10 great-grandchildren; 2 brothers: Albert Cellers, Buffalo, Wyo.; Ben Cellers, Springfield; 3 sisters: Mrs. Marie Kinch, Drain; Mrs. Ella Applegate, Ashland, and Mrs. Bessie Dowdy, Spearfish, S. D.

Funeral services were held at the Methodist Church in Drain at 1:30 p.m., Saturday, November 20, with the Rev. C. E. Echlin officiating. Mills Funeral-Service of Drain was in charge of funeral arrangements, and committal was in Lane Memorial Gardens, Eugene.

The Army had 1,461 chaplains on duty as of March of this year. Of this total, 255 were Regular Army. The remainder were Reserve officers.

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