

The Cottage Grove Sentinel

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A Flourishing Disease -- 'Acceleritis'

There is a new disease rampant today. It claimed 670,000 victims last year and was responsible for almost 14,000 deaths. Striking only when a person is seated behind the steering wheel of an automobile, this disease is called "acceleritis."
 Its symptoms are a heavy foot and a light head, a combination which usually results in insane speed. The virus of this disease attacks the mind and destroys all habits of courtesy and caution.
 Excessive speed—"acceleritis"—is regarded as the greatest single cause of traffic accidents and deaths.
 Although no known vaccine has been developed to combat this mental sickness, preventive medicine measures can be applied to young persons through high school courses in proper driving. In cases of incurables, a driver's license can be taken away in order to remove an individual as a highway menace.
 And as for the rest of us—we must see to it that we always drive at a speed suitable to the conditions of traffic and weather.
 To end the modern sickness of "acceleritis", the best available remedy is simply to slow down so that you and others may live.—Star Valley Independent (Afton, Wyo.)

Job for the States

The Chamber of Commerce of the United States finds that "states and local communities can better provide for their school needs than the federal government can."
 The reason for that is that the Federal government has a back-breaking debt and is running in the red, while most of the states are well in the black. As of a comparatively recent date, the 48 states had \$15,250,000,000 in cash and security holdings against less than \$8,000,000,000 of outstanding debt.
 It's high time that federal hand-outs to the states for schools or any other purpose were reduced—not increased. And it's beyond argument that federal fiscal problems will never be solved until there is a resurgence of the traditional American idea that local people and local government should take care of local needs.—Industrial News-Review.

The Newspaper Tops the List

Alfred G. Peterson, who is president of the National Savings and Loan League, has this to say about advertising: "I feel that advertising is a very profitable investment. But we should not buy advertising blindly. We should give careful consideration both to the appeals and the media we use."
 "The medium which tops the list is the medium that reaches the greatest number of people at the lowest cost. It is my opinion the newspaper is that medium. I place the newspaper at the top of the list because it reaches the local market. All of us are really conducting local businesses. We may be bound together into a national industry, but our spheres of influence are entirely local."
 "The newspaper reaches precisely the people we want to reach."
 Well spoken, Mr. Peterson!—Industrial News-Review.

Suggestion for rising young legislators: don't seek a name by proposing a new law. Instead specialize in repealing old ones. Practically every state has on its books statutes which have no bearing on modern life, or are worthless or downright silly.—The Hollywood (Fla.) Sun-Tattler.

A great deal of talent is lost to the world for want of a little courage. Every day sends to their graves obscure men whose timidity prevented them from making a first effort.—The Dalton (Ga.) News.

Don't be too worried about these mechanical brains making man obsolete. Like all other great inventions, from the cigaret-vending machine to TV, they'll still need somebody standing by to kick them when they don't work.—Lee County Bulletin (Auburn, Ala.)

In 42 states some 6,500 legislators are sitting or about to sit.
 Taking the past for the yardstick, these 6,500 lawmakers will introduce about 100,000 bills.
 And of these, about 25,000 will become law.
 Let us pray.—Montgomery (Ala.) Advertiser.

If people have a bad opinion of you maybe you can change things a bit. We once heard a politician say that public opinion is like driving a mule—in order to keep up the appearance of being the driver, watch the way the mule is going and follow closely.—The Louisburg (Kan) Herald.

How to Drive in MOUNTAINS

DURING VACATION MONTHS MOST MOTORISTS MEET MOUNTAINS. MANY WILL MANEUVER THE HAIRPIN TURNS AND STEEP PRECIPICE-FLANKED ROADS FOR THE FIRST TIME. NOTED TRAVEL EXPERT CAROL LANE OFFERS TIPS FOR TOURING THE PEAKS IN COMFORT AND SAFETY.

ON APPROACH CHECK HIGHWAY PATROL OR SERVICE STATION FOR CHANGED ROAD CONDITIONS.

PARK IN TURN-OUTS. DON'T SLOW OR STOP FOR VIEW WHILE IN A TRAFFIC LANE.

WHEN PARKING ON A STEEP GRADE, ALWAYS BLOCK WHEELS WITH A ROCK OR LOG. (IF CHANGING TIRES, BLOCK WHEELS OPPOSITE ONE RAISED BY JACK.)

BEFORE GETTING INTO MOUNTAINS, CHECK RADIATOR, TIRES, FAN BELT, AND "FILL ER UP." CARRY SET OF TOOLS AND JACK!

SHIFT TO LOW GEAR

OBSERVE GEAR-SHIFTING SIGNS ON GRADES FOR SAFETY AND TO SAVE BRAKE WEAR.

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BOX 66

Dear Editor:
 It was observed that few of the viewers of the biggest and best parade ever staged in Cottage Grove paid the proper respect to the flag of our country when it passed.

True, it was a festive occasion, but that is no excuse for this lack of respect. We citizens of this great country certainly owe that much respect to the flag of our country where we can have our festive occasions whatever they may be. Where else in the world is it possible for the citizens of a country to do so much as they please?

Certainly the veterans who fought for that flag have not forgotten. Have the families of those veterans who fought and died for that flag forgotten?
 For a matter of information, when the flag of our country is passing in a parade all persons should do the following:
 Face the flag, stand at attention and salute. Those present in uniform should render the military salute. When not in uniform men should remove the headress, with the right hand holding it at the left shoulder, the hand being over the heart. Men without hats should salute in the same manner. Aliens should stand at attention. Women should salute by placing the right hand over the heart. The salute to the flag in the moving column should be rendered at the moment the flag passes.

Many will find that this gesture will not only show their respect to the flag of our country, but also give them a warm feeling inside.
 Sincerely,
 Donald McClanahan
 Post Commander
 Calvin Funk Post #32
 Cottage Grove, Oregon

Andrew Nelson

Andrew Nelson, 33, passed away suddenly at his home on Hayhurst Road, Drain, on Friday, July 15, 1955.

Nelson was born in Buffalo, New York, on October 30, 1921, and came to Oregon with the Civilian Conservation Corps 17 years ago. He married Wilma Kenyon on February 26, 1940, in Drain. Nelson was a veteran of World War II, a member of the Drain

PILES (HEMORRHOIDS)

—and other rectal disease.
45¢ — COLOR & STOMACH ALLEVIATED, treated without hospital operation. CREDIT TO RESPONSIBLE PEOPLE
FREE Descriptive booklet Write or Call the
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Open 10 a.m. until 8 p.m. Mon. - Sat. 10 a.m. until 5 p.m. Sun. and Thurs. Physicians' and Specialists' Prescriptions
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Vida M. Melville

Vida Myrtle Melville, a resident of Gold Beach, passed away in the Cottage Grove hospital, Sunday, July 17, 1955, at the age of 48.
 Mrs. Melville was born October 7, 1906, at Drain, the daughter of Mr. and Mrs. D. C. Davis. In 1932 she married John O. Melville there. They moved to Gold Beach from Coos Bay 17 years ago. They were visiting Mrs. Melville's mother in Drain at the time of her death.

A member of the Presbyterian Church in Gold Beach, Mrs. Melville was a graduate from the University of Oregon and a Phi Beta Kappa.
 She is survived by her husband, four daughters, three grandsons, her mother, two brothers and two sisters.

Funeral services were held at the Presbyterian Church in Gold Beach, Mills Funeral Service of Drain was in charge of arrangements.

Vera Warner

Vera Warner of Black Butte Route, Cottage Grove, died Thursday, July 14, 1955 as the result of an automobile accident near The Dalles. She was 58.

Vera Pease Warner was born May 25, 1897, at Mayfair, Ill., and married Charles E. Warner on January 8, 1943, in Portland. The Warners had moved to Cottage Grove from the Salem vicinity 18 months ago.
 She was an instructor in the Sutherland Seventh-day Adventist School and a member of the Cottage Grove Adventist Church.

Mrs. Warner is survived by Warner, three sons and two daughters: Harold VanVlack of Los Angeles, Calif.; Ted and Charles VanVlack of Myrtle Point; Ruth Ringering of College Point, Wash.; Virginia Crosley of Crescent City, Calif.; 11 grandchildren; her mother, Mrs. Edith Pease, of Corvallis; two brothers: Truman E. Pease of St. Marys, Ga.; Wallace K. Pease of Corvallis; and one sister, Grace Tueker, of Enterprise.

Funeral services were held at Mills Mortuary in Cottage Grove at 2 p.m., Tuesday, July 19, 1955, with Elder Joseph C. Hansen officiating. Interment was in the Cottage Grove Odd Fellows Cemetery.

Pencils—Wholesale and Retail
 The Sentinel
 Over 100 Sheets 8 1/2 x 11 Inches
 Sentinel Big Pound Pads, 15c

One-car Accidents Account for Most of Traffic Deaths

Accidents involving only one vehicle accounted for most of Oregon's eight percent traffic death increase last year, Secretary of State Earl T. Newberry said Friday.
 Statewide accident records show 175 fatalities resulted from single-car smashups in which the vehicle struck a fixed object, overturned in the roadway, or ran off the roadway. The death toll from misphases of this type was 147 in 1953. Fatalities from collisions with other motor vehicles increased from 141 to 149.

Most of the non-collision crashes occurred on highways in rural areas, Newberry said, and most of the blame is placed on drivers who permitted their speed to exceed their ability to control.

"Worst offenders," the secretary said, "are drivers with a 'me first' attitude who feel they must be in front of everyone else on the road. They crowd their luck at the expense of other drivers and the results are often fatal when they crowd it too far."

If a "me first" driver succeeds in staying out of an accident, safety men say, it's usually because of alert defensive driving by other, more competent operators.

Sale of Liquor to Minors a Problem

Sale or service of alcoholic beverages to minors remains the greatest single offense of licensees of the Oregon liquor control commission, according to an OLCX survey of liquor law violations since the first of the year. From January through June, 29 grocery stores and similar package store outlets and 37 taverns sold alcoholic beverages to minors. In addition, 23 licensees were charged by the commission with allowing minors to consume alcoholic beverages or loiter on the premises.

These figures are compiled from a review of 246 hearings conducted by the commission during the first six months of the year. The commission's penalties included letters of warning, suspensions and cancellation of license privileges.
 Although the liquor commission by law cannot penalize minors, its inspectors have authority to arrest them for further disposition by the courts, and in nearly every case in which a licensee or service permittee has been charged with

DON'T NEED IT? SELL IT THRU THE WANT ADS

YES SIR!

I stopped in and talked with Roy Misner, Mgr. of Coastwise Finance and now my family and I are taking the vacation we've always dreamed of.

Why Don't You Do the Same?

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 ROY MISNER, Mgr.
 Cottage Grove, Ore. S-381 M-458 Ph. 907
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You and the West profit when Standard changes a dollar

Like you and your family, Standard Oil Company of California has to have money coming in to keep going. And like you, we must divide every dollar of this income into quite a few pieces to keep the bills paid. Our budgeting is naturally on a large scale, but the result is about the same: most of the money Standard takes in goes right back into circulation. And when a sum like \$1,229,000,000 (our total income last year) goes into circulation, its benefits are broad and deep. Practically everyone in the West

38¢ from every dollar went for wages, services and goods. Of this \$471,500,000 the largest item was for payroll, vacations, sickness payments, other employee benefits. Most of the rest went to buy supplies, from paper clips to steel, bought locally when possible. Standard was a customer of thousands of Western firms.

2¢ to working capital and debt. This \$20 million increased inventories of products for future sale and included payments on debt.

13¢ paid for other new construction and exploration. It cost \$162 million and it included money for refineries, pipe lines and for drilling wells in the search for new oil.

8¢ for taxes was divided among the U.S. government, states, counties and cities. Standard's tax bill came to \$101,500,000... enough to build plenty of schools, bridges, park equipment, etc. Standard also collected product and sales taxes for federal, state and city governments.

10¢ was set aside for depreciation, to help replace facilities as they wore out. A great deal of this \$119 million went to workmen, technicians, and suppliers.

22¢ went for crude oil. To supplement our own production, Standard bought millions of barrels from hundreds of independent producers. This cost \$268 million—an important item to producers' profits and their employees' paychecks.

7¢ of every dollar, or \$87 million, was left to divide among our owners, Standard's 117,035 shareholders, in return for the use of the money they have invested in the Company.

Free \$20,000.00 Free

If you wish a copy of our Annual Report for 1954, write to—
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 plans ahead to serve you better