

Illinois Valley News

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Chrome Ore Hauling Is Given Study

An informal hearing held by chrome operators and a representative of the interstate commerce commission in Grants Pass Tuesday morning threshed out rate problems for hauling chrome from the mines across state lines, says the Grants Pass Courier.

Operators and attorneys meeting with H. S. Hughes of the ICC, decided to draw up a lease agreement whereby the small operators could lease trucks to haul their chrome to the stockpile in Grants Pass. The lease would be submitted to the ICC for approval.

At present the Medford-Crescent City truck line holds the sole franchise to do intra-state hauling in the area where the chrome mines are located. I. R. Perry, representing the truck line, informed the chrome operators that one truck was owned by the line with which to haul chrome, and to take care of the business of hauling, other trucks had been leased by the Medford-Crescent City line to operate under that line's franchise.

Individual operators, according to ICC regulations, do not require a ICC franchise to haul intra-state, but most of the operators lack their own trucks and at present cannot buy them.

Rates for hauling chrome through the sub-lease contract issued by the Medford-Crescent City truck line are prohibitive for the small operator to break even, the operators asserted.

Among those attending the meeting were: Attorneys: A. C. Hough, Sherman, S. Smith, O. J. Millard and O. S. Blanchard, and among chrome mine operators were: Jack Isgrig, J. K. Remsen, S. S. Smith and F. I. Bristol. Earl K. Nixon and Ray C. Treasurer of the state department of geology and mineral industries, Ralph Mason, representing Rustless Mining corporation, and H. S. Hughes, representing the interstate commerce commission.

MRS. PERLE LEWIS DIED THURSDAY

Friends of Mr. and Mrs. Perley Lewis were shocked last Friday morning to learn that Mrs. Antoinette Lewis, wife of Perley Lewis had passed away the night before, Thursday, August 6th at 11 o'clock p. m.

Mrs. Lewis was born in Virginia February 19, 1878, and was 64 years old when she died. She came from a very prominent southern family and had lived in O'Brien for the past six years. Previously she had lived in Grants Pass for 20 years.

Funeral services were held at the graveside and interment was in the I. O. O. F. cemetery, Rev. William A. Brown officiating. Hull and Hull Funeral home were in charge of arrangements.

Look out for pedestrians.

COMING EVENTS

O'Brien Women's club meet on the first and third Friday of each month.

Every second Tuesday H. E. U. meeting. Mrs. Lena Payne chairman.

Every Third Friday — Holland School Improvement club meeting.

Every Tuesday—10 a. m. Garden talks over KUIN.

Ladies' Auxiliary meet the first and third Wednesday of each month.

Belt Lodge, A. F. & A. M. meets fourth Saturday each month. Eastern Star meets second Tuesday each month.

Cave City Women's club meets every first Tuesday of each month.

Kerby News Notes of General Interest

(By Ed Dailey)

Mrs. Jessie Warren of Selma, Oregon, has been visiting her stepfather, Ed Dailey for a week. She returned to her home Wednesday.

Harry Elroy took Mrs. Merch and children to the Fort Vannoy hop yard last Sunday.

Ed Dailey was in Cave Junction last Tuesday for medical treatment from Dr. A. N. Collman.

The friends of Mr. and Mrs. Dave White gathered for a charivari party last Saturday night and all reported a grand time.

Mrs. Harry Elroy and daughter Ethel returned from a week's visit with relatives at Marshfield.

Pauline Robinson, daughter of Mr. and Mrs. Lucius Robinson, who has spent the past few months in Southern California, has returned to her home near Kerby.

Mr. and Mrs. James Waters, who have been living near Tennant, Calif., are spending a few days at their home in Kerby. They expect to remain in California for a few more months where Mr. Waters has employment.

Harry Elroy, who has been stationed on Tennessee Lookout, came home early this week because of illness. Mr. and Mrs. Art Cribb will remain on the lookout, which is also an observation post.

Mr. and Mrs. Dell Bigelow with Mrs. Dollie Duncan and Mrs. Lottie Woodcock and Mrs. Lydia Adams spent Sunday at Grayback recreation camp where they enjoyed a picnic dinner together.

Mr. and Mrs. Woodrow Nealy had as a dinner guest Sunday Ken Morrison who is forest guard at Store Gulch.

Mr. and Mrs. Claud Tucker and daughter Claudette of Grants Pass were guests at the home of Mr. and Mrs. Woodrow Nealy on Sunday afternoon, both families spending the evening picnicking at Geyback camp.

Bob Bushnell now owns the Barton place on the Redwood highway. C. C. Castleberry has bought the Parkinson place on Zook hill. This consists of almost 10 acres and has about three acres of irrigated pasture. It joins the Castleberry place on the back.

June Brown, who has been a guest at the Castleberry home, is now employed at Josephine General hospital.

C. C. Krottinger is critically ill. He is being cared for at his home on the Redwood highway.

Mr. and Mrs. Alvin Lackey, Sr., left for San Bernardino, Calif., Wednesday to visit friends and relatives. They went with Mr. Lackey's sister and husband, Mr. and Mrs. John Brewer, who have been visiting here from southern California.

DOROTHY HOGUE AND DAVE WHITE MARRIED AT RENO

Friends of Miss Dorothy Hogue and Dave White were very much surprised at the announcement of their marriage at Reno, Nev., on July 31. Dave, who has been on a US destroyer for the past year, met his bride-to-be at San Francisco on that date and they were married at Reno. Dave made his home at Kerby for many years and is a son of Mrs. A. A. Johnson, who lived on the Redwood highway south of Cave Junction. Dorothy Hogue is the youngest daughter of Mr. and Mrs. Jim Hogue and a graduate of the class of 1941 Kerby high.

FLYING BOATS

An Editorial by M. C. Athey

The air is filled with mixed emotions on the subject of "Flying Boats" brought to the nation's attention by the dynamic west coast boat building king, Henry J. Kaiser.

When Mr. Kaiser told the "Powers That Be" in Washington that he could build boats faster than they ever dreamed, he was "pooh-poohed" and many said it couldn't be done. The dynamic Kaiser made monkeys out of the "it can't be doneites." He built a ship in a little over 40 days, we do not remember the exact number, and his record is the greatest in the entire United States. His ship building plants are building ships in less time than any other like institutions in the country.

Yet still the, (let's be nice and call them the "conservatives") are rushing to tell the country that Mr. Kaiser's plan to build flying boats to carry freight and troops is all wet, "it can't be done", or flying boats are antiquated, not feasible.

Until the Pearl Harbor attack, some of the nation's leading men, Charles A. Lindbergh, the great aviator, said it couldn't be done, and hundreds of others and the America First organization counted thousands of leading citizens in its membership. They know now that they were on the wrong track. Other men were trying to prepare the nation for war, they were discouraging it, and they believed they were right, at least we will give them that credit.

Now we are face to face with another "looking into the future move," and now comes more, (perhaps good intentioned people) who say that this latest move, building flying boats, is not what we want.

Mr. Kaiser was given the "go" signal from the War Production Board to build 100 flying boats, capable of carrying 70 tons, as a trial order and if successful to build 500 of them. Then somebody threw a monkey wrench in the machinery and the order was stopped temporarily, press dispatches say.

From Seattle comes an interesting bit of news. Mr. Kaiser's plans would slightly step on the toes of a Seattle aircraft company. The article says:

Advocates of air fleets to take the place of surface cargo carriers to escape the submarine menace are "on the right track" but flying boats are the wrong type of planes, a Seattle aviation executive believes.

Oliver West, executive vice president in charge of manufacturing at the Boeing Aircraft Company plant, told newsmen yesterday that "flying boats are passing out of the picture."

"They'll always be needed to reach places where no landing fields are accessible," he declared. "But for transoceanic and cross-continent flights, the faster, lighter, land plane is the only thing."

"Flying boats are too slow. They call them clay pigeons in the Aleutians."

West's company produces the famed Flying Fortresses, four-motored bombers used by Allied air forces throughout the world with great effectiveness.

The reason they call them clay pigeons in the Aleutians is because that was all they had to fight with at the time, and they are not fighting ships. The Navy is glad to have the flying boats for freight. But when they have to be used for reconnaissance of course they are slow and bunglesome. But for freight, they are what Uncle Sam needs most.

Another article coming from another quarter of the nation tells a far different story. Read what the editor of the Christian Science Monitor, Boston, has to say about the Kaiser plan, and this publication has a world-wide reputation for conservatism:

"Large, Giant and Colossal"

Upon the United States Navy is now placed responsibility for forwarding the cargo-plane idea. After considering the factors involved—time element, materials required, plant necessary, labor, and general probabilities of success—the War Production Board has now approved a plan for construction of 500 of the 70-ton flying boats of which the Martin Mars is the prototype.

With this approval has gone a recommendation to the Navy that it let Henry J. Kaiser start on 125 of these planes in his West Coast shipyards. In addition, the WPB suggests to the Navy that it begin construction of an experimental 200-ton twin hull, super flying boat, capable of carrying 50 tons (or two medium tanks) 3,600 miles at 200 miles an hour.

It is to be hoped the Navy will follow this recommendation at once. Even should Mr. Kaiser prove able to fill his amazing promise to be turning out planes of this type in quantity within six months, the sooner the six months begins the better.

Cargo planes come, like California olives, in three general sizes: "large, giant and colossal." The "large" variety includes such ships as the Douglas DC3, favorite of the airlines, the Lockheed Constellation, and the Curtiss Commando. They can carry troops, retain light equipment, even jeeps. They cannot carry medium tanks, or many of the heavy items included in the 1000 tons of supplies it is figured that an infantry division uses in a day of attack.

The Mars is an illustration of the "giant" ship. It can carry heavier items, longer distances. Air authorities have estimated that 40,000 of these could take the place of every surface craft now in the United Nations shipping pool.

The 200-ton plane must be classed as "colossal." Authorities on materials have said that 180 of these ships could move 450,000

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TAX BOOST GIVEN HEARING IN CAVE JUNCTION WED. NITE

Arthur A. Selander, chief appraisal engineer and R. C. Schott, appraisal engineer, of the state tax commission, accompanied by County Assessor Merle Griffin, were in Cave Junction Wednesday night to enlighten residents on the why of the tax boost for property in Cave Junction.

The appraisal engineers have not had time to canvass the entire county, it appears all they have done is to go over Grants Pass and Cave Junction and Kerby. These places have been reclassified and in most instances the property has been boosted, ranging from a very small amount to nearly doubling the former rate.

A small crowd of interested tax payers attended the meeting held in the Legion hall and listened to the engineers on why the tax change, and in nearly all cases, the property owners were satisfied with the change, but there still was something to explain that some did not understand.

The tax rate for 1941 was 49.1. The half year tax just paid was 42.2. The new full year tax beginning the new year as of 1942-43 from July 1 to July 1, is 31.9 or about one-third less than the full year of 1941 in school district No. 3.

There is quite a discrepancy between the figure to the state tax engineers and Commissioner McElligott's figures. The latter gave us the sum of 6.8 for the new tax year of 1942-43. The engineers says 31.9.

Somebody is spoofing us some place, or we have misunderstood the figures. Will the commissioner or Assessor Griffin put us straight?

"Bahama Passage" Has Exciting Tropic Romance

Featuring those two brilliant stars who were teamed once before in "Virginia", the blonde Madeleine Carroll and the equally blonde Stirling Hayden, "Bahama Passage" comes to the Cave City theater next Saturday and Sunday. The picture is a romantic adventure in a glamorous setting.

The story of "Bahama Passage" is the story of a modern Adam and Eve in a garden paradise. It starts out by bringing the lovely Madeleine Carroll to the salt-producing island of Salt Cay, an island of several hundred native blacks, owned and operated by a bronzed giant of a man, Stirling Hayden, whose interest in women is limited to an absent wife, Madeleine, a determined girl who knows life and how to cope with it, falls in love with him, not knowing that somewhere off the island is a woman with priority rights. By the time she finds out Hayden is married, she knows that he loves her and not his wife, and she sets out to make him know it. What follows provides enough romantic excitement for anyone.

Gorgeous Technicolor points up the beauty of the Bahama setting for this idyllic love story; it points up, too, the beauty of the principals. The blonde, blue-eyed Madeleine Carroll is breathtakingly lovely. The magnificence of her natural coloring, her glowing skin, her radiant smile, will make audiences gasp with admiration and appreciation. Stirling Hayden is an equally wonderful Technicolor subject. His strong, sun-bronzed body (in bathing trunks, ladies!) is something to see!

Both Miss Carroll and Hayden surpass the fine work they did together in "Virginia." As a romantic team they leave nothing to be desired. The dialogue and situations presented in "Bahama Passage" are adroitly handled by the two stars.

E. F. Hamilton, father of Kenneth Hamilton of the Cave Junction Motor Court, who has been here for the past eight weeks, left for Hawthorne, Calif., last Thursday where he has accepted a position.

Sen. Holman May Visit In Valley

"Dinner Table Talk" at the Tuesday noon luncheons of the Illinois Valley Chamber of Commerce at Hotel Drews is fast developing into a regular Valley Forum. The topics introduced this week were of absorbing interest covering current events in the community as well as in the nation generally. What is particularly noted by guests is the prevailing good humor and the friendly attitude of all members. There is a complete freedom of expression on all subjects. Differences of opinion arise most naturally. Blake Miller hit the nail on the head with his characteristic remark:

"When I find everybody agreeing with me, then I know that I am dead wrong."

With the approval of the Chamber, Dr. Brown and Mr. Hussey are to conduct conferences with leaders in Crescent City looking toward a far greater use of the harbor by various governmental agencies, a project of commanding concern to the recently organized Northern California and Southern Oregon Development Association of which Dr. Brown is the convening chairman.

The Chamber took notice of the unfair state tax discrimination against Cave Junction and expressed its approval of the steps being taken to correct it.

Senator Holman, in replying to a request that he spend a day in Illinois Valley and be the guest speaker of the Chamber, wrote:

"I thank you for your kind invitation. . . I shall endeavor to comply with your request. . . I have been in your section many times during the past 10 years. . . I know something of its advantages and resources. However, there is much more that I can learn. The situation there is constantly changing and the only way one can keep advised is to call from time to time as the opportunity to do so permits."

The Chamber meets every Tuesday noon. The guest speaker next Tuesday will be Judge Johnston of the County Court.

KAISER'S ENGINEER AFTER CHROME

Henry J. Kaiser's mining engineer, Ed Hassan, accompanied by Earl K. Nixon and Ray Tresaher, of the State Bureau of Mines, were in the valley this week looking over the chrome situation.

Mr. Kaiser's plan to build flying boats will need chromium steel, and he is leaving no stone unturned to see that sufficient chrome is mined for this purpose.

The plan to build flying boats must not interfere with the building of airplanes already ordered, and Mr. Kaiser believes that sufficient material can be secured to keep from interfering with the airplane manufacture. That is the reason for his engineer in the district.

Anyone who has chrome prospects or has uncovered a deposit, should let the information be known at once. If you can't contact anyone else, see M. C. Athey at The New office, and your information will go to the proper place.

New Teacher for Kerby Grade School

Members of the Kerby grade school board met on Tuesday evening to consider applications for vacancies on the teaching staff. Mrs. Mary White of Selma was chosen to teach the primary grades in place of Mrs. Helen Dixon, resigned. As yet no one has been chosen to take the place of Mrs. Martha Holland for the intermediate grades. School is scheduled to start on September 7 in the grades.