

Illinois Valley News

An independent newspaper devoted to the development of the Illinois Valley and its surrounding districts.

Published every Thursday at Cave Junction, Oregon, by the Illinois Valley Publishing Company.

Entered as second-class matter June 11, 1937, at the Post Office at Cave Junction, Oregon, under the Act of March 3, 1879.

J. C. Abernathy

Editor



Member of
REDWOOD EMPIRE NEWSPAPER PUBLISHERS Unit.

SUBSCRIPTION RATES



In Josephine County
One Year\$2.50
Six Months\$1.25
Outside Josephine County
One Year\$3.00



WHO SURPRISED WHOM?

Much is being made of the poor military intelligence which allowed us to be caught in Korea, but there is growing evidence that Stalin was surprised when we decided to stay and slug it out.

Russia plays a deep game, but even the foxiest of us makes an occasional mis-cue and it may develop that Russia's unleashing of the North Korean Communists was a strategic error of the same type as the Japanese attack on Pearl Harbor, although not on the same scale.

For, unless Russia and her satellites are prepared to immediately mount other offensives throughout the world, (and we will soon know), they will shortly find themselves facing an aroused and militarily powerful United States, tooled and conditioned for war, disinclined to accept any more Red bullying and impatient to put an end to it once and for all.

Joe's campaign of heckling and heel-yapping to induce the United States to bleed herself white in piece-meal commitments and numberless billion dollar handouts on the fuzzy premise that we were helping to combat Communism was coming along pretty well on schedule when this little business broke loose in Korea. The communists have made no secret of the fact that they expect the non-communist countries (of which the U.S. is the only one currently solvent) to spend themselves into the poorhouse, whereupon the Reds would walk in and pick up the pieces.

But it's a delicate strategy too; it is one thing to trick a man into dribbling all his money down a rat-hole one fistfull at a time, but it's quite another when he drops everything else, uses his money to purchase a shovel and digs the rat's nest out.

Obviously the Russians would not wish us to begin arming and mobilizing until they were ready for their big push, the coup de grace—when it would be too late. And we hardly think they are ready yet (although we'll soon know about that too). And if they are not ready, they have made the grievous error of uniting the American people and starting them down the road to a hot war.

Our initial reverses in Korea have only served to illustrate how ill-prepared we were to engage in military action anywhere: a situation rapidly being corrected. It is tragic that American boys must die in battle and be murdered in cold blood to awaken us to our peril, but such provocative acts are stupid in their futility—they defeat their purpose by uniting Americans in grim determination. There are probably more tough days ahead in Korea, but they will result in a stronger United States, more adequately prepared for the crucial test to come.

F. O. E.

DANCE

SATURDAY, JULY 22

LEGION HALL — CAVE JUNCTION

— EAGLES DANCE ORCHESTRA —

Admission 75c per person

10:00 p.m.

Proceeds for Building Fund

LETTERS to the EDITOR

To the Editor of
The Illinois Valley News:

A few words on a strictly verboten theme.

It is gratifying to see at last 13 miles of the Redwood highway undergoing face lifting. However, it appears that all the curves are being widened but none eliminated, still, what we are getting is better than patches upon patches. However, after this job is finished we will still be a one road Valley.

At this point I venture upon a subject which appears to be "taboo" in Josephine County. For approximately twenty (20) years, two paved State highways VIS: Highway No. 46 "The Caves Highway" and Highway No. 238 "The Murphy-Williams Highway" have ended as dead ends, yet there they stand only a few miles apart, a potential second Highway into the Illinois Valley.

I shall not go into the reasons why these Highways end up in dead ends, however, I would like to say a few words about the benefits the Valley would gain should these two dead end Highways ever be joined.

1. The distance from Cave Junction to Medford would be shortened by approximately 17 or more miles bringing a potential market of 40,000 people that much nearer to the farm and dairy products the Illinois Valley produces.

2. Part of the traffic on the Redwood Highway would be diverted resulting in less damage to the Redwood Highway and lessening traffic hazards.

3. Should war break out, the Highway neglect that would ensue would be somewhat lessened by an alternate road into the Valley.

4. Copco may be persuaded to string an alternate electric line along the new road into the Valley, thereby providing us with better service.

5. We would receive more, better and faster help in case of serious forest fires.

The above listed advantages are only a few of the many the Valley may acquire should those two roads be joined.

The Illinois Valley has begun to assert itself economically, we cannot always plan the economic life of the Valley in line with advantages that may accrue to the County seat and forego economic advantages because the County seat does not gain thereby.

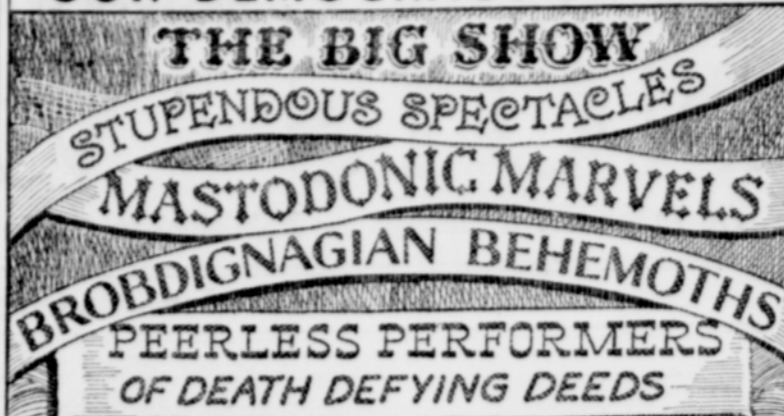
We have at last acquired a Bank, further development calls for intelligent foresight and planning accordingly, it certainly wouldn't be a farsighted conjecture to assume that the Illinois Valley will forever remain with one outlet "the Redwood Highway"; to build the entire economy of the Valley on such an assumption is to build on an insecure foundation.

At present Highway No. 238 is paved some distance on this side of Williams. From there on there is a gravel road, then a logging road leading into the hills in the direction of Grayback creek.

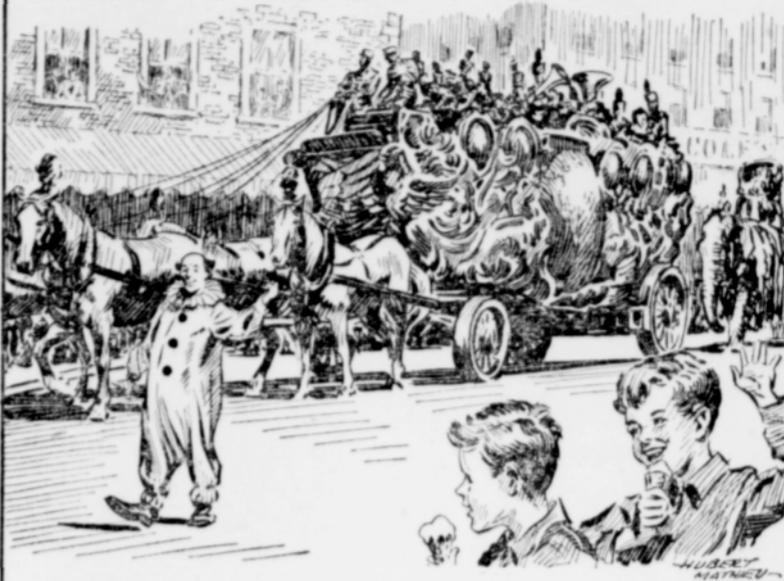
On this side starting just before reaching Grayback Creek, the Oregon Caves Lumber Co. has constructed in the past three years three miles of excellent although narrow road based upon Government specifications. At present they are constructing two more miles which I understand will be finished sometime in 1951. These last two miles will bring the road within sight of the road from the Williams side.

Whether, and how soon these

OUR DEMOCRACY—by Mat



TODAY, IN SMALL TOWNS AND BIG TOWNS, THE CIRCUS SOUNDS, SMELLS, GLITTER AND TINSELED GLAMOR, HAVE THE SAME IRRESISTIBLE APPEAL FOR KIDS AND GROWNUPS AS WHEN P.T. BARNUM PUT UP HIS FIRST "BIG TOP" IN A VACANT LOT.



PERHAPS THE CHIEF REASON FOR THE NEVER-FAILING LURE OF THE CIRCUS, IS THAT BARNUM, AMERICA'S FIRST GREAT SHOWMAN, WITH HIS ORIGINALITY, IMAGINATION, DARING AND INFINITE GUSTO, TYPIFIED THE EXUBERANT ENERGY AND THE CREATIVE ASSURANCE THAT HAVE CONTRIBUTED TO OUR DEMOCRACY'S DYNAMIC DRIVE.

two roads are finally joined and open for Public use depends upon the agitation and pressure the Illinois Valley can muster and apply in the right places. WHAT ARE WE WAITING FOR? ?

Stephen S. Steingart
Route No. 1, Box 386
Cave Junction

Selma, Oregon

To The Editor:

I, for one am thankful, that Mrs. C. Hyatt brought my attention to Mr. Paul E. Pfefferle's letter to the editor, in the Illinois Valley News, of Thursday July 13th, 1950.

The contents of his letter is my sentiments too, and I wish to add more here, that the way my timber has been slaughtered by the grantee, in whom the grantor trusted that there would be a fair deal consummated, give cause for strenuous lawsuit in behalf of the public interest, as well as our wild life, (squirrels, deers, and fowls of the air, etc.) of which there are no more on my property, due to said misuse.

Again, let me state, that I also lost a long time business deal with another party, due to the grantee not leaving my private road in as good a shape as when they found it, which also warrants action for a severe lawsuit, under the Oregon timber code.

Its about time that some one started a drive against these greedy timber wolves, who are causing the eye sores throughout our beautiful Oregon, which is bringing about a decline in the transient.

Please Mr. Editor let us hear from others about this same subject in your Letters to the Editor column.

Property owner,
Roy H. Dieter

SMOKE JUMPER SUFFERS INJURY

Halley E. Norton, a Forest Service smoke jumper, suffered a back injury Friday morning when coming down northwest of the airport. He was taken to Josephine General hospital by the Valley Ambulance Service, where he is under the care of Dr. Versteeg of Cave Junction. The accident occurred on Halley's last practice jump before going into service.

Keep Oregon Green!

"Old Cap" West Knows Property Values

In this edition, where the purpose is to review various concerns and individuals in each field of endeavor, it is a pleasure indeed for this writer to single out for special mention one man that has for many years done his share to aid in the growth and development of Grants Pass and surrounding area.

"Old Cap" West, Realtor, with offices at 81 Highway 99 South, in Grants Pass, is reliable and his dealings with the people with whom he comes in contact have always been most satisfactory.

"Old Cap" West handles real estate in all its branches and his able staff of co-workers puts forth every effort to bring buyer and seller to a satisfactory understanding. When one lists property with him to be sold, he and his firm can be relied upon to aggressively push the sale. Anyone wishing to buy, sell or trade property will make no mistake if they rely on the services of "Old Cap" West located at 81 Highway 99 so. and whose phone number is Grants Pass 4361.

Capable management has been the reason for much of the success of this Grants Pass Realtor, and certainly no where could ability and business experience greater than that of "Old Cap" West be found. Mr. West has devoted his lifetime to the real estate business and today his counsel and experience is sought after by his fellow Realtors and friends and by hundreds of old clients.

LETTERS

Federal Reserve Bank
of San Francisco

Mr. S. Clifford Sparks,
President,
Bank of Illinois Valley,
Cave Junction, Oregon
Dear Mr. Sparks:

I welcome your bank into membership in the Federal Reserve System.

We have sent out a circular to banks in this district announcing your admission to membership, as you will note from the enclosed copy.

With every good wish for the success of your bank,

Sincerely yours,
C. E. Earhart
President.



A New Modern
Deposit Plan to
save your Time

Quick - Easy - Safe

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for complete
information—

Grants Pass Branch of the
United States National Bank
Head Office, Portland, Oregon
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

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and you've
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169⁵⁰
less motor
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SHOPSMITH is a saw, drill press, lathe, disc sander, and horizontal drill... 5 big-capacity tools in one unit! It's rugged (weighs 200 pounds), it takes less space, and it costs much less than 5 equivalent single-purpose tools. Get a SHOPSMITH... a complete workshop!

15" DRILL PRESS
Drills to center
depth to 48"
1 1/2" cut
depth to 48"
between blade and fence.

33" LATHE
1 1/2" swing.
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length of work.

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Attend the Midget Auto Races at the Fairgrounds Saturday

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EASIER STEERING insured by broad stabilizer ribs (two on each side of the tread) which give remarkable stability at high speeds; prevent dangerous side-slipping on curves.

SILENT RIDE. No knobs or blocks of rubber to bump the road, causing vibration or hum.

Plus LONGER MILEAGE. Gates Firm-grip tread reduces tread slippage to a minimum, giving thousands of extra miles of wear—and a real saving to you in tire costs.

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