

# 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



## SUBSCRIPTION RATES

NEWSPAPER PUBLISHERS ASSOCIATION	In Josephine County
	One Year .....\$2.50
	Six Months .....\$1.25
	Outside Josephine County
	One Year .....\$3.00

## OUR WAR AT HOME

This week we'll give World War III a rest and turn back to a war at home. A war which we wage—and lose—every year against forest fires. We say we "lose" the war every year because the best we ever come out with is a draw—an occasional fire bill cheaper than last year's, but the average over the years continues to spiral upward, in millions of feet burned, in millions of dollars in property damage.

Nine out of ten forest fires are man-caused—in other words preventable. So far this year we have had several destructive fires in this area, and several potentially destructive fires that were nipped in the bud by alert action and a combination of fortunate circumstances. All were man-caused.

We in the Illinois Valley have several reasons for exercising even more than reasonable care to prevent fires. Among the first is personal safety. Living in a wooded area as we do, a large fire could snuff out our lives and the lives of our families without a moment's warning. If we are fortunate enough to escape, our homes and our property are still prey to the flames. Many Valley residents own timber; we all own the National Forest. It is our property that is burning in a forest fire, even if it isn't close enough to pose a personal threat. Beyond this, our economic life is tied up in the woods and the mills; if the timber burns, or threat of fire closes down operations, the economic machine comes to a sudden shocking halt and everyone feels the pinch.

The rules for preventing fires are obvious to everyone; most of the fires are caused by a careless flouting of the rules. It is forbidden by law to smoke while travelling in the National Forest, unless you are in an automobile on a two-way surfaced road. This should not be interpreted to mean that it is allright to flip butts out the window when you do find yourself on such a road. On other roads and trails, regardless of the means of travel, pick a safe spot to stop and have a smoke, and be sure no match or tobacco is left smoldering when you move on. The loggers of earlier days had an even better system—no fire was ever started by a Copenhagen can!

Campfires should be built in a safe place, should be kept small, and must be extinguished and thoroughly soaked before leaving. Campfire permits are required everywhere but in the permanent forest camps; unaccounted for smoke in other places costs the state or Federal Forest Service a trip, and may also cost the perpetrator a trip to the nearest justice court.

Care in the logging woods and mills cannot be overdone. The high temperatures and low humidity which prevail at this time of year make the forest floor almost as explosive as gunpowder, and the presence of machinery adds to the threat. Power saw operators should have their extinguishers, either pyrene or CO<sub>2</sub>, in good condition and always ready at hand. The U. S. Forest Service has warned that any more fires on logging or mill operations in National Forest areas will result in shut-down orders whenever the humidity drops below 30 percent. Since the humidity is usually about 30 percent or lower this time of year, it behooves us all to exercise a little extra care to prevent both damaging fires and crippling shut-downs.

Fires should be reported either to the Redwood Ranger Station in Cave Junction, phone 0802, or the State Fire Patrol Station in Kerby, phone 1611. Minutes count in a fire's early career, and prompt action often prevents a small brush fire from becoming a project fire.

## LET'S KEEP IT CLEAN

Truck drivers, generally speaking, are the most courteous, considerate drivers on the road. Especially do we find this true in the Valley, where nearly every trucker is at least a friend, perhaps a neighbor.

Though always in a hurry themselves, these boys will pull over in the wide places to let faster traffic go by. This is especially appreciated in a place like Hayes Hill, where there is just no place to pass. And a truck driver will never pass by

## OUR DEMOCRACY—by Mat

### "The MAKING of an AMERICAN"

UNDER THAT TITLE, JACOB RIIS, WHO CAME TO THIS COUNTRY FROM DENMARK AT 21, TOLD A STORY OF AMERICAN OPPORTUNITY—OF HOW, BY SELF-EDUCATION, HE PROGRESSED THROUGH JOBS AS DAY LABORER, COAL MINER AND CARPENTER—TO STAR-REPORTER.



AS HIS CONTRIBUTION TO THE COUNTRY WHICH GAVE HIM HIS OPPORTUNITIES, HE DEVOTED HIS LIFE TO SLUM CLEARANCE AND BETTER HOUSING FOR PEOPLE WITH LOW INCOMES.



JACOB RIIS IS TYPICAL OF OUR FOREIGN-BORN CITIZENS WHO HAVE GIVEN THEIR BEST TO THE BETTERMENT OF OUR DEMOCRACY.

## Army And Air Force Announce Shorter Terms

All U. S. Army and Air Force Recruiting Stations may now accept Regular Army enlistments for a period of 21 months, it was announced today by Col. Charles O. Moody, Commanding Officers of the Northern Recruiting District with Headquarters in Seattle.

a motorist in trouble, though his sedan-jockeying brothers zip by at seventy miles an hour.

It is unfortunate, however, that one or two bad apples can louse up the whole operation. One reckless, inconsiderate truck driver can give a dozen others a bad name, and two consistent offenders in a given area can practically start a civil war, truck drivers vs. common motorists, with letters to congressmen, complaints to the police, and various repercussions against the best interests of the trucking industry. And the fact that a reckless truck driver doesn't usually live long is cold comfort when one considers the innocent victims he will probably take along with him.

Trucks, our only heavy transportation, are the backbone of our industries and the lifeblood of our economic system. Anything which injures the trucking industry hurts us all. And if one or two wise truck drivers bring retribution down on the entire industry, we will all suffer for it.

Recently there have been an increasing number of complaints about crowding, cutting in, bumper-chasing and unsafe passing by drivers with heavily loaded trucks. It is extremely disconcerting to a tourist, for instance, to glance into his rearview mirror and discover a truck with a ten-ton peeler not three feet from his rear bumper. It may be the high point of his trip, but it won't make him want to come back. And if this truck, in attempting to pass on a short stretch, should cut in short and crowd him into the ditch, he is apt to harbor bitter thoughts against that truck driver and against the trucking industry in general. Several reports of just such maneuvers have been made to the state police and the various chambers of commerce lately, and not all by tourists, either.

Another character-building experience is to casually look up and see a heavily loaded lumber truck bearing down on you at sixty miles an hour in a do-or-die attempt to pass someone in his lane. Will you take to the ditch (if there is one), or will you bluff it out? The truck driver might be bluffed out, but the load of lumber won't—if he throws on the air, it will continue its travel in your direction at only slightly diminished speed.

It would not be fair to state that these offenders are local truckers, since many out-of-state operators are also hauling logs and lumber through the Valley. But we feel sure, truck driving fraternity being what it is, that if these displaced cowboys are local drivers, it is known to the rest of the local truckers. And if such is the case, it would certainly be in the interest of the industry and the community in general if the vast majority of responsible truckers and truck operators would suggest, tactfully or otherwise, that such wild maneuvers should cease ere they arouse the public wrath and bring down further legislative restrictions on an already burdened industry.

## Capital Parade BY MURRAY WADE

### FIRE CONTROL DEPARTMENT

A state emergency fire department was advocated Friday by Robert Taylor, state fire marshal, who called for a meeting of county fire control representatives to meet in Salem August 15.

Eight fire districts have been designated in the state. Counties in these areas will choose representatives to sit as members of the state council. The council will be augmented with an advisory board from the state forestry service, communication experts and other technicians.

Taylor, who was recently appointed chief of civilian fire defense in Oregon by Major General Rilea, describes the new set-up as the first of its kind to his knowledge.

### DEVOIRS TO JAP-BOMB VICTIMS

Governor Douglas McKay and high army officers will participate in a ceremony in a Lake county pine grove on August 20 when a monument will be unveiled and dedicated to the only six persons to die as a result of enemy action in the continental United States. The site is a mile east of the Klamath-Lake county line, on a Weyerhaeuser tree farm. A bronze plaque will list the names of five children and a woman killed in the explosion of a Japanese bomb on the spot near Bly, Oregon, August 20, 1945.

### FOURTH TERM ACCOLADE

The state board of higher education this week informed the state department that Edgar W. Smith, Portland, had been named president of the board at the group's monthly meeting Tuesday. This is Smith's fourth term as president.

The board also re-elected Dr. R. E. Kleinsorge, Silverton, as vice president. These two, with L. S. Finseth, Dallas, make up the executive committee.

### BIDS REQUESTED

Bids for a proposed \$650,000 tuberculosis hospital ward will be opened by the state department on August 18. The building will be two stories high, fire-proof construction and contain 144 beds. It will be located adjacent to the Oregon state hospital in Salem.

Furnishings were estimated to cost in excess of \$100,000.

### MORE NATURAL GAS

A copy of an application filed with the federal power commission to construct a 2,175-mile pipeline to bring natural gas from Texas to Oregon was received Friday by Governor Douglas McKay, who turned it over to George H. Flagg, Oregon's public utilities commissioner.

"This would be one of the outstanding developments in the Pacific northwest in many years," Flagg said.

The estimated cost of the pipeline would be \$172,374,000. "Once in operation," said Flagg, "it would reduce gas rates in Oregon approximately 50 per cent."

A proposed line to bring natural gas from Canada to Oregon got as far as the blueprint stage early in the year. This activity has been shelved until East-West war priorities are cleared.

### CONSCIENCE MONEY

The first net profit the state fair made this year arrived Friday.

A letter from a man, who said he wanted to pay for sneaking

over the fence to watch horse races at the fair when he was a boy, had 35 cents in stamps enclosed.

The letter carried no identification except the postmark Redondo Beach, California.

Initial livestock entries for the 1950 Oregon State Fair, which starts Labor Day, were received Friday from the Double M ranch of Adams. The owner, Pat Mann Hopper, is bringing 39 top Herefords in all classifications to the fair.

### CAPITOL ANNOTATIONS

Editor Dean Holmes, of the Sheridan Sun, last week-end sent the state elections department his withdrawal as the democratic candidate for the legislature from Yamhill county. . . . Verified figures show Salem, Oregon, for the first time with a greater population than its namesake, Salem, Mass. . . . At a state nominating convention last week in Portland the Oregon progressive party named Harlin Talbert, 63, Albany, as the party's candidate for U. S. senate. . . . There has been a re-apportionment of sheep in Oregon—sixty-five per cent are now west of the Cascades. . . . Oregon's traffic death rate during the first six months of 1950 held the same level as in 1949—five deaths for each 100,000,000 miles of travel.

## Rogue River Title Company Performs Needed Service

The Rogue River Title Company is a prominent business institution that has available a complete history of all titles in Josephine County. Through this concern the people are offered a service that will eliminate all element of risk on the part of a home purchaser.

In their office at 210 North 6th Street in Grants Pass all information is available from the Government entries and grants to the present time. If any readers are thinking of making a purchase, it would be to their advantage to contact the Rogue River Title Company who will quickly trace the history of previous ownership and then render a report. Title Insurance may then be written so that there will be no possibility of a future loss should the title prove cloudy.

There is great satisfaction in knowing that when you consult with this office you are in contact with an authority on the matter of titles. Clients of the Rogue River Title Company have found that service at this concern is courteous to a marked degree.

The personnel of the organization is composed of far-sighted public spirited men of sound business ability, who are always interested in the development of this territory. For these obvious reasons this writer feels obliged to offer this tribute to the Rogue River Title Company and wish them the success that is rightly theirs.

Adv.

## JOINS WAC'S

Brieta Burch has joined the WAC's and is home for a few days and expecting her call most any time. She passed an unusually high I.Q. examination.

Special policy covers each member of the family up to \$5,000 in the event of Polio or any of seven other named dread diseases. The cost is only \$10.00 per year through

## Linkhart and McLean

Cave Junction, Oregon

## BANK OF ILLINOIS VALLEY

CAVE JUNCTION

"Our Bank"

Locally owned and managed.

Member Federal Reserve System.

We stand able, ready and willing to serve you in all your Banking requirements.

★ ★

Your deposits are insured by Federal Deposit Insurance Corporation

1½% interest paid on savings

HOURS: 10 A.M. to 3 P.M. Weekdays

9 A.M. to 12 Saturdays

Safe Deposit Boxes For Rent