

Illinois Valley News

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

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J. C. Abernathy - - - - - Editor

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



BROTHERHOOD "STRATEGY"

While we're a little out of touch with labor matters these days, we'd venture a two-bit wager that organized labor (that is the AFL, CIO and large independent unions) are mad enough to commit mayhem in the first degree on the assorted railway Brotherhoods who forced the recent government "seizure" of the railroads. By threatening to tie up the nation's transportation system in the midst of a real sure-enough war, they have given the public valid reason to fear the power and alleged irresponsibility of organized labor, have strengthened the hand of those legislators who are not only determined to keep the Taft-Hartley law but wish to make it more stringent on labor, and, we would risk another quarter, will bring down retribution on all organized labor. The rain falleth alike on the just and the unjust.

So they didn't really mean to strike; so they only wished to force the government to take over the railroads and thus improve the Brotherhoods' bargaining position (they think)—how many people know that? All they know is that the trainmen threatened to strike and when the government took over they couldn't or at least didn't.

It works something like this: naturally the railroad companies don't wish to be taken over by the government. The rail unions won't strike against the government, but they threaten a strike and the government takes over just in case, and when the railroad companies get tired of having the government in their hair they make concessions, sign an agreement with the union, the government pulls out and everybody is happy. It worked before.

But will it work again? Congress is making noises like it just can't wait to get the rail unions out to the woodshed, and when they do—All the railroads have to do is wait until Congress takes away the Brotherhoods' right to strike, take a deep breath, or appear on the street in groups of more than two; then the companies accept their railroads back from the government and tell the Brotherhoods to go fly a kite. Which is probably good enough for them, except that a lot of innocent bystanders will doubtless get clobbered at the same time.

The railway Brotherhoods were among the first labor unions, and they were also among the first to go to seed. Of recent years they have been ultra conservative, holding aloof from other labor organizations and behaving more like a lodge with insurance benefits than a true labor union. When they were saddled with the impossible Railway Labor Act they didn't let out a murmur, despite the potential political power of their half-million or so members. Contrast this with the uproar touched off by the much less restrictive Taft-Hartley law. The Brotherhoods didn't get excited about Taft-Hartley; it didn't mean them anyhow and there were indications that they got a "misery-loves-company" kick out of seeing other labor organizations struggling under restrictions they had been bucking for years.

For some reason not fully comprehended at this time, when the Brotherhoods finally did decide to make a noise like a labor union and pull a strike, they always used the most atrocious timing—talking railroad strike in the middle of an emergency or an actual war does not make god sense to citizens whose sons are fighting on foreign soil for \$60 a month and desperately need the things the railroads are hauling, and the Brotherhoods consequently get a very bad press and less than no public sympathy or support. Other labor unions snarl, "Whatcha tryin' to do, queer the whole deal?"

We are fortunate in that our rail unions are not, as in many other countries, dominated by communists; whatever aid and comfort they may

THE AMERICAN WAY



Beauty Is Only Skin Deep

Capital Parade By MURRAY WADE

DEPARTMENT FIELD OFFICES

The convenience of getting motor vehicle licenses and plates at the 17 field offices of the department of the secretary of state in the major counties and the saving of time and expense involved has impressed other departments of state.

The state welfare department is cogitating the idea of having branch offices in major counties throughout the state.

The public utilities department may utilize the field offices of the motor vehicle department to license trucks. As it is, commercial truckers have to get plates from both the PUC and the secretary of state. The PUC could enjoy the same economies and give the same convenience to truckers.

Secretary of State Earl T. Newberry, who gave Oregon the successful working plan that is so popular with the driving public, is willing to cooperate with PUC.

The saving made by the field offices is 14 cents a plate for mailing alone. With an estimated 700,000 motor vehicles in 1950 and more than half the licenses cleared through them, the saving is apparent.

STATE FAIR NEXT WEEK

Going to be a record state fair. The advance sale of seats and boxes for the races, horse show and the rodeo, and the famous Water Follies and stage show—shown at the fair for the first time in the west—have broken all records.

All of the big state departments of Oregon are breaking all sorts of records this year. Why shouldn't the 85th annual state fair with its big agricultural and industrial exhibitions?

Manager Leo Spitzbart and his aides have been moving like flying saucers the past two months. Classifications are about all closed. Only a few entries are open now. For the exhibitors it will be like moving into a spic and span new house. Everything, except the grass and track has been painted inside and out.

The 200 acres of the spacious grounds never were more beautiful. Free parking space has been extended that 2000 cars may be parked this year.

There will be vaudeville acts and music by the Salem Municipal band to entertain the crowds in the morning and afternoon. Dancing, too, in the evening.

It's a wonderful holiday week

show well worthy of our great state.

OREGON PAYROLLS JUMP

Covered payrolls have continued to climb since April of this year. The total for July this year, just reported by the state industrial accident commission, was about \$62,000,000. This is almost \$10,000,000 higher than in July, 1949, and \$5,000,000 higher than July of this year.

TO RUN FOR LEGISLATURE

John Silvertooth of Antelope, Wasco county, filed a certificate of nomination for representative, this week. He was nominated by the Wasco county democratic central committee after J. I. Sell, The Dalles, withdrew.

GAS TAX SETS RECORD

A new high record for any single month in the history of Oregon's gas tax laws was established in July. Revenues from motor vehicle gasoline tax exceeded \$3,000,000 for the month, said William Healey, assistant secretary of state this week.

Revenues from registration of motor vehicles also are on the increase, with an estimated \$18,000,000 for the current biennium.

The 1949 legislature doubled the motor vehicle registration fees and added 20 per cent to the gasoline tax. Virtually all revenues from the motor vehicle fees and gasoline taxes are credited to the state highway commission account for new construction and maintenance.

FIX WARTIME VESSELS HERE

Governor Douglas McKay wants Oregon to get its full share of work under the legislation authorizing an \$18,000,000 reserve fleet ship-repair program.

The governor has telegraphed the Oregon senatorial delegation in Washington on the matter. Press accounts indicate that vessels in mothballs at Tongue Point might be towed to Puget Sound for repairs and readying for service.

"Excellent shipyard facilities and large and competent labor forces will enable Columbia River area to do a better and faster job in activating the fleet," the governor wired.



LETTERS to the EDITOR

Dear Editor:

Inquiries have been made regarding the rights of citizens living along the Redwood Highway in the case of having had their mail boxes removed and in an improper place for the delivery of mail. Although the boxes were in place on the Highway, the road Construction Company has in many cases pushed the boxes over and left them lying without notifying the users beforehand, the office of the State Highway Department in Cave Junction informs me that they are not required to replace them nor is the Construction Company liable, but that the owner or user must do so. Is this correct?

Does the ruling in the Postal Laws prohibiting anyone from tampering in any way with the mail boxes not apply in this case? Perhaps someone can enlighten me on the subject. I would appreciate it very much. Thank you.

Sincerely,
Mrs. V. W. McDaniel

Appreciation

The many citizens who have been inconvenienced by having the mail boxes removed from their proper places on the Redwood Highway, are especially appreciative of the efforts of our mail carrier, Mrs. Edith Hall to get the mail in the boxes, although this is not required by the Postal laws. Thank you Mrs. Hall.

DRIVING CARE VITAL OVER LABOR DAY

Labor Day, the summer's final holiday which begins Friday and extends through Monday, could easily be the most destructive and tragic holiday weekend in Oregon's history. That was the statement made this week by Captain Walter L. Lansing, director of the state traffic safety division, Salem.

Lansing pointed out that traffic deaths this year are already running far above fatalities at this time last year, with 212 reported dead through mid-August by the Secretary of State's office. Fifty-three died in traffic mishaps last month and incomplete reports for August indicate that this month's death toll will surpass the July toll, Lansing said.

Thousands of Oregonians are expected to take advantage of the last four-day summer holiday to make trips to the beach, the mountains or to the state fair, which opens in Salem, Monday, September 4.

Lansing asserted that the traffic load created by the pleasure-seekers makes it absolutely necessary for motorists to drive carefully or face the possibility of a fatal accident. Drinking and complete carelessness on the part of drivers and pedestrians are the most frequent causes of holiday death accidents, Lansing warned.

Radio Repairs

"The Best for less by Les"

BASHAM RADIO SERVICE

8/10 Mile East On Caves Hiway

KODAKS



Prescriptions

VALLEY DRUG

BANK OF ILLINOIS VALLEY

"Our Bank"



Member Federal Deposit Insurance Corporation.

Locally Owned and Managed, serving the Illinois Valley for all banking requirements.

All types of bank loans available.

Escrows and Collections handled, Money Orders sold, Safekeeping.

Safe Deposit boxes for rent.

1 1/2 Percent interest paid on Savings Accounts.

Carrier USS Princeton Is Commissioned Monday

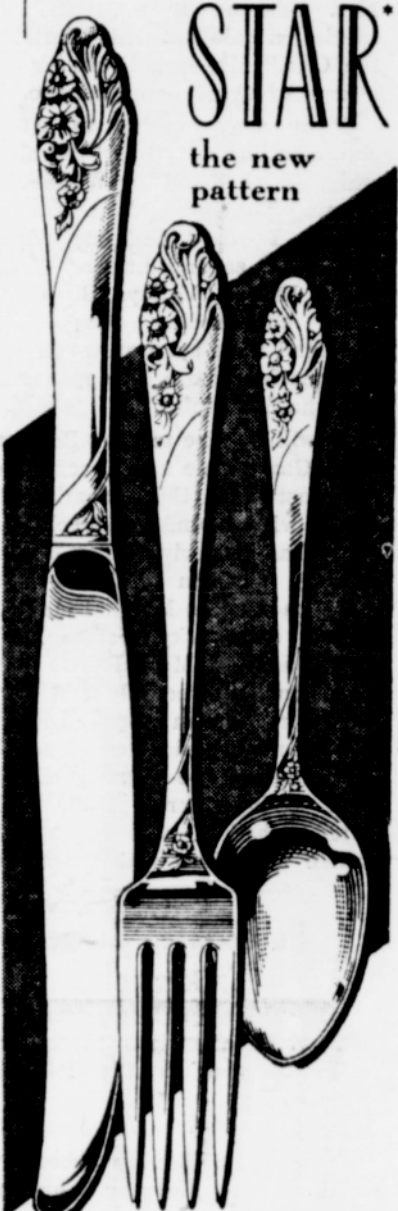
Commissioning ceremonies last Monday will mark the return of the 27,000-ton aircraft carrier Princeton to active service at the Bremerton Naval Shipyard. This is the first large carrier to be reactivated.

Captain William O. Gallery, USN, will take command of the vessel when she returns to duty after about a year in the mothball fleet.

Named in honor of the light carrier Princeton, which was lost in combat on 24 October, 1944, during the Battle of Leyte Gulf, the Princeton is an improved version of the Essex Class carrier.

OLD NEWSPAPERS for starting fires for sale at News office.

★
EVENING STAR
the new pattern



Community
THE FINEST SILVERPLATE
TRADE-MARKS OF ONEIDA LTD

We have it! You'll love it! A beautiful new floral design to have and to hold...for keeps! Protected against wear by solid silver overlay. 52-Piece Service for 8, \$74.50, lovely Anti-Tarnish Chest included at no extra charge.

STEM'S JEWELRY
Cave Junction