



"THE PAPER THAT HAS NO ENEMIES HAS NO FRIENDS."
—George Putnam.

Editorial Comment

CONTROLS OR SELF-CONTROL?

The figures revealed by Defense Mobilizer Charles E. Wilson in his address Monday just make you sick—if you are a taxpayer, and who isn't.

The GI combat boot, which used to cost around \$5 before Korea, now costs around \$11. The GI wool shirt, once \$7, is now \$17. Rifles, tanks, planes, submarines and all the other paraphernalia of defense have increased likewise.

The villain, of course, is inflation. We not only have to pay double for our butter, we have to pay double for our guns, too.

And the reason it sticks in our crops is the knowledge that the worst of it might have been prevented—not by appealing to the consciences of businessmen and labor leaders to use self-restraint, but by making it mandatory. Well, the price-wage experience of the past year should teach us that most everybody is out to grab what he can get while the getting's good, even if it means that eventually there'll be hell and higher taxes to pay.—From The Oregon Statesman.

LET THEM STAND AND BE COUNTED!

The great danger of the moment is less the possibility of a breakdown in the forthcoming Kaesong truce talks than the actuality of a letdown on the home front and timidity of congressmen who ought to stand against it. It is worthy of note, therefore, that a Democratic President and a Republican industrialist (whose patriotic service proclaims that national security knows no party) both have sensed this danger and have warned against it on the same day.

Said President Truman in his Independence Day speech broadcast to the nation:

We must remember that Korea is only part of a wider conflict. . . . We face a long period of world tension and great international danger. We have the hard task of increasing production and controlling inflation in order to support the strong armed forces we must have for years to come. . . . There are people who say our democratic form of government cannot do these things. . . . I think these prophets of doom are wrong. . . . But we are going through a period that will test to the utmost our self-control, our patriotism, and our faith in our institutions.

Said Director of Defense Mobilization Charles E. Wilson in the second quarterly report of his stewardship:

Factors which make for less inflationary pressures are clearly present. . . . If we permit the present lull to lure us into weakening our system of controls and delaying other measures to counter inflation, we run the risk of paying a severe penalty in the months to come. . . . The program must go forward whatever happens in Korea. . . . We dare not slacken the pace of defense mobilization until the strength of the free world is sufficient to meet any attack.

What makes the present moment so especially dangerous? First of all because Korea, much as the world has shrunk, is a long way off. If the actual fighting there should stop, the mere threat of more aggression in Iran, in Yugoslavia, in Indo-China may seem more distant still.

Secondly, because the cease-fire prospect has come upon a situation in which the full pressure of defense inflation has yet to be felt, and in which the very measures now under attack have checked somewhat the fraction of inflation already under way. Production, which has been able to take a 10 per cent diversion to military in its stride, will have a harder job when that diversion reaches 20 per cent unless there are enough citizens so naive and enough congressmen so irresponsible as to start the nation on another demobilization of its armed might.

Every man in the street may not grasp all these things. But the man he sends to Congress has no excuse if he does not. Here is a place and a time at which the elected representative who works at the very focus of events has an obligation to save some of his good constituents from themselves, even at the risk of passing unpopularity.

The statesman will take the risk; the politician will try to slip around it. Let them both stand up and be counted!—From the Christian Science Monitor.

age, \$1,000 for property damage, \$5,000 for death or injuries sustained by more than one person in one accident.

In the case of owners or operators residing in Oregon, the insurance must be written by a company licensed to do business in this state. In the case of non-residents, it may be written by a company licensed to do business in the state where they reside. Owners of more than 25 motor vehicles may qualify as self-insurers. Provision for furnishing the secretary of state with information that you carried insurance at the time of the accident is included in your accident report. Be sure to answer all questions accurately and fully, and thus avoid suspension of your motoring privileges by mistake.

Practical fraternity is a continuance of one of God's laws, as exemplified by that wonderful man of Galilee.—Editorial in the Independent Forester.

Oregon's New--

(Continued from Page 1)

office of the secretary of state, any sheriff's office, any police station, or from the secretary of state. Reports may be filed with any of the foregoing or sent direct to the secretary of state in Salem.

Remember these requirements: You must report the accident regardless of who is to blame. If the operator of a car is physically incapable of reporting and is not the owner of the motor vehicle, then the owner must file the report within 24 hours after learning of the accident. Failure to report is punishable by a fine up to \$100. The secretary of state may also suspend any license of any driver and the registration of all vehicles registered in the name of an owner who willfully fails, refuses or neglects to make a report of an accident.

Can You Lose Your Motoring Privileges?

Yes, both your driving license and ownership registration can be suspended very quickly under this law.

Within 50 days after an accident in which a person has been killed or even slightly injured, or property damage to any one person, including yourself, exceeds \$100, you may furnish the secretary of state with satisfactory evidence that you have done any one of the following things:

Obtained a release from liability signed by the other parties to the accident.

Obtained a final court judgement declaring you to be not liable.

Executed a duly acknowledged written agreement providing for the payment of all claims resulting from the accident, not exceeding a total of \$11,000.

Deposited with the secretary of state sufficient cash to pay damage claims resulting from the accident, as determined by the secretary, but not to exceed \$5,000 for death or injury to one person, \$10,000 for death or injury to more than one person, and \$1,000 property damage.

Should you fail to do one of these things within 50 days, thereafter the secretary of state must suspend both your driving license and ownership registration. Such suspension will remain in force until you have met one of the above requirements. In addition, you must furnish proof of future financial responsibility for a period of three years, regardless of whether you met one of these requirements before suspension. This is known as the security section of the law. It does not apply, however, if your car was lawfully parked or was being driven without your consent at the time of the accident.

How Can You Protect Yourself?

The law provides several ways.

If you filed your accident report and had in effect at the time of the accident some form of liability insurance or bond which covers damage claims up to a total of \$11,000, the security section of the law does not apply to you at all. Remember, however, that such insurance or bond must be in effect at the time of the accident and provide the following minimum cover-



From where I sit... by Joe Marsh

Might Say The Birds Got "Nettled"

Had dinner with Tik Bradley the other day, and over a frosty bottle of beer I found out about his job with the U. S. Fish and Wildlife Service.

"Now just exactly what do you do?" I asked him. "Shoot birds with a cannon" he calmly replies.

Seems they actually do use a cannon—to shoot out a net over a flock of birds feeding on the ground. The birds start to take off at the sound of the shot, but the settling net brings them back to earth. Then they're banded around the leg so more can be

learned about their migratory habits. Afterwards, they're let loose—and everyone's happy.

From where I sit, it was a good example of how when you learn the real facts they're often not as bad as they may sound at first. Like with people. Get to really know your neighbor and chances are you'll be more tolerant of his preferences—even though they're not your own. Take a good look, before you jump to conclusions.

Joe Marsh

Vital Air Link

The industrial survey recently made for this area will show that this Canyon is linked by air with Salem, Portland, and all other points served by air, by an airport owned by Byron Davis of Mill City. Last year this airstrip and air facility was officially named "Davis Airport" during the ceremonies of the second annual Aviation Day, July 16, 1950. When time rolls 'round to the Third Annual Aviation Day, Sunday, July 15, there will be no special dedication but instead thousands of lasting impressions hewn into the minds of hundreds to the effect that Davis Airport pioneers in the field of recreation in the North Santiam Canyon.

Davis Airport is not waiting until the Detroit Dam reservoir is filled with deep-blue snow and spring water before making an air center for the North Santiam Canyon. Already the curious can fly in and within a short time be viewing the miracle of construction work on Detroit Dam. Construction officials on Detroit and Big Cliff dams fly in from all points of the compass for a few minutes of vital conference, then they take to the air again. This quick and easy mode of personal communication would not be possible were it not for Davis Airport. Because of Davis Airport's nearness to Detroit and Big Cliff dams it is an ideal industrial site, and could easily be sold as such.

Recreation boating and fishing, even now, are important industries in the North Santiam Canyon along highway 222 and its many fine lakes. When Detroit dam reservoir fills, these industries will expand as will also the importance of Davis Airport.

In the event Portland is atom-bombed, Davis Airport can be used as a field for bringing in evacuees and carrying on air rescue work.

At present a fully qualified flight school is being conducted at Davis Airport under the capable guidance of Ralph Nibler. The list of those taking the "Ride in the wild, blue yonder", alone for the first time, is becoming impressive. The every-day work-a-day activity of Davis Airport gives way to a round of events wherein the feature attraction is the "Swede" Ralston air show the afternoon of the Third Annual Aviation Day, Sunday, July 15.

Cards on the Table

It is time and right that we should examine well the leadership of the United States. Much can be gained by studying the words and thinking of a man.

Pres. Harry S. Truman's Fourth of July address reads in part: "Anyone who undertakes to abridge the right of any American to life, liberty, or the pursuit of happiness commits three great wrongs. He wrongs the individual first, but in addition, he wrongs his country and he betrays the hopes of mankind."

"It is for this reason that persecution of minorities, which is wrong anywhere, is worse in America. It is for this reason that vilifying men because they express unpopular opinions is less to be tolerated here than in any other country. It is for this reason that holding men in bondage—personal, political, or economic—is a graver scandal here than elsewhere. It is for this reason that 'to promote the general welfare' is more urgently required of the American government than any other."

Summing up the Korean situation, President Truman stated, "I believe the last few months show that we will not be stampeded into war, or broken up by distrust and fear."

"But we are going through a period that will test to the utmost our self-control, our patriotism, and our faith in our institutions. The very idea of self-government is being put to the test in the world today as it has never been tested before."

"If we do not succeed in this country—if we do not succeed in building up our armed forces, in controlling inflation, and in strengthening our friends and allies—then the cause of human freedom, is lost. If we with all that we have in our favor do not succeed, no other free government can survive—anywhere in the world—and the whole great experiment that began in 1776 will be over and done with."

The Congress of the United States is ignoring and snubbing President Truman and his administration and their plans for the future welfare of the United States and the world. Things are in a dangerous and critical state today. Please mail this newspaper to your Congressman and ask that he co-operate with the President of the United States and the administration.

Here is a list of Oregon's Congressional delegation:
Harris Ellsworth, Lowell Stockman, Homer Angell, and Walter Norbald, House Office Building, Washington, D.C.
Senator Guy Cordon and Senator Wayne Morse, Senate Office Building, Washington, D.C.

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