

Sportsmanlike Driving . . .

By Sid Sorensen
Driving Education Instructor
THE ROADS WE COULD HAVE BOUGHT

After years of paying for poor highways through the loss of time, depreciation, high insurance rates, injury and death, the American motorist wants a change. The bill will be big—some \$95,000,000,000—but the results will be worth it.

At long last a few faint evidences are beginning to appear that we, the people, the owners of the roads, are working up the fact that: You pay for good roads whether you use them or not.

Powerful forces are coming forward with intelligent surveys, convincing arguments, and concrete programs to guide and road-building steps.

The automotive industry, naturally enough has set the pace in these studies. They have set up the Automotive Safety foundation to find out why the average car is driven less than 10,000 miles a year, why it costs more than ten cents a mile to do it, and what should be done about it. Their answer is this: We need to invest our money in good roads instead of throwing it away on bad ones. Two questions arise—Where will this money come from? Is it worth it?

First, the money will come right out of your pocket, let's try not to hide the fact; however, you will be investing it in better production for the nation's economy as a whole and yours in particular, in safety for you and your family on the nation's highways, and of increasing importance—in national defense.

Transportation is, after all, the direct link between production and consumption and truck delivery costs ten cents a minute. When a driver can bring your order straight to your store or home without losing ten minutes in a traffic jam and another ten minutes looking for a parking spot, it stands to reason somebody benefits two dollars worth. Thanks to free enterprise that somebody, ultimately, is you, the consumer. Think of all the lettuce being spoiled this minute due to poor roads, traffic jams, etc.—all the salesmen beating up their cars on bad roads. Who pays for this? You do! Investing in good roads begins to be a sound investment when you multiply this waste by millions of such incidents.

Better roads reduce fatalities from 20 to 80 per cent, could reduce insurance more than 25 per cent, tires last 7 times longer, engine and body wear is reduce 25 to 55 per cent.

It all depends on whether you want to pay for construction or destruction. The money you would have by better driving conditions would be put into new fields and industries, broaden prosperity. That way new markets could be created.

There are over 3,300,000 miles of public roadway in America. Of these, hundreds of thousands should be junked.

Hear this: The appropriation for our highways this year is only enough to patch up half of those falling to pieces, the picture looks depressing indeed.

But when the rumble of a discontented public is heard, which is now beginning to realize the money it loses because of the destruction of its vehicles and the loss of its time could easily be applied to the building of new roads and the application of better safety and service principles, then you know that things are bound to improve! We have been paying for bad roads for years—it's time to buy some good ones for a change. What do you think!

For Buys—Eagle Classifieds!

PHONE 853

NEHALEM VALLEY MOTOR FREIGHT

Second Operation Expected Soon

RIVERVIEW — Mrs. Glenn Mitchell visited her husband at the Veteran's hospital in Portland Saturday. Mr. Mitchell has undergone one operation and expects another soon.

Mr. and Mrs. Ted Williams and two small children of Pasadena, California have moved into the Garrison house on 7th St.

Mrs. Clara Barnett of St. Helens is spending a week at the home of her daughter and family, Mr. and Mrs. Claude Gibson.

Mr. and Mrs. Carl Biggs and children of Kelso, Washington visited his mother, Mrs. Cora Biggs, and sister and family, Mr. and Mrs. Clifford Fowler, Sunday.

Riverview Residents Change Home Location

RIVERVIEW — Mr. and Mrs. Roy Middleton and children have moved from the Kono house to Vernonia.

Miss Myrtis Courtright and Miss Erma Tatro of Portland spent the week end visiting Mr. and Mrs. George Wells and Mr. and Mrs. Hubert Smith.

Mr. and Mrs. Emery George of Portland visited at the homes of Mr. and Mrs. C. N. Rundell and Mr. and Mrs. Ed Buckner Sunday.

Mr. and Mrs. William Harris of Vancouver, Washington visited Sunday at the home of Mr. and Mrs. E. D. Jerman.

Mr. and Mrs. Archie Samuels and daughters of Wheeler spent Sunday visiting at the home of Mr. and Mrs. Glen Hawkins.

Two-Week Stay At Home Ended

RIVERVIEW — Mrs. Harvard Malmsten and daughter, Sydney, of Anchorage, Alaska left Tuesday to return to their home after spending a couple of weeks at the home of her mother, Mrs. Chas. Ratkie.

Visitors at the Glenn Mitchell home Sunday were her daughters and family, Mr. and Mrs. F. R. Barlow and daughter and Mr. and Mrs. Bernard Wershey and two sons of Portland.

Charley Davis, who underwent an appendectomy recently at the Portland General hospital, came home last Wednesday and left Tuesday for Corvallis where he is attending Oregon State College.

For Buys—Eagle Classifieds!

Bond Sale Trend Continues Same

The steady trend in U. S. defense bond sales in Oregon continued through the month of October, as series E. defense bond purchases equaled last year's sales.

Philip L. Hickey, Columbia county chairman, reported state-wide sales of \$2,119,949 in series E bonds and county sales of \$20,256.00. Total state-wide defense bond purchases in all series amounted to \$2,358,867.

Huey Long was assassinated in September of 1935.

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From where I sit... by Joe Marsh

They'll Do It Every Time

You know where Hammy Jackson lives—on that small dead-end street off Maple Avenue near the library? Well, about a month ago, the town finally put up a sign on the corner there saying: "No thoroughfare... Dead End."

Yesterday Hammy dropped by to see us. "Can't understand it," he says. "Hardly anybody drove down our street before—but, now, since they put that sign up, there's been more cars than ever turning around in my driveway."

From where I sit, these people who bother Hammy on his one-

way street are the same as those who automatically ignore a Wet Paint sign and touch their finger on a freshly painted surface. But you can't change human nature. People like to find out for themselves—and then make their own decisions.

That's why I say "live and let live." You can drink your butter-milk, but let me have my glass of beer when I choose. And let's not feel we're obliged to "point the way" for the other fellow.

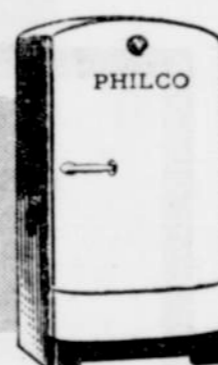
Joe Marsh

8 GIVE Electrical gifts



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