

# Cottage Grove Sentinel

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## The Political Outlook (as seen by E. Hofer)

It is clear that the fight for the Republican Presidential nomination will be one of the hardest in history. Both the backers of Taft and the backers of Eisenhower are passionately devoted to their causes. Both are totally convinced that their man is the best bet—not only in his qualifications for the world's most important and exhausting job, but in his ability to win the election.

On the Eisenhower side, one of the most potent arguments is that he is the only available Republican who could unify the country, and be virtually sure of decisively defeating Mr. Truman or any other Democratic nominee. Walter Lippmann put the Eisenhower case well when he wrote in a late column, "A change of party has become most necessary after 20 years. The Truman administration is played out. It has lost control of congress. . . . It has lost effective control in the executive branch, as witness on the one hand the corruption and on the other the domination of policy by the swollen and competing bureaucracies. . . ."

"Eisenhower offers much the best way out of the dilemma which is posed as long as the choice is between Taft and Truman or Truman's heir. With Taft the most probable result is another Democratic victory. Next in probability is a Taft victory achieved by a ruinously bitter and divisive struggle. . . . With Eisenhower the country can have for the taking a new administration which has behind it the largest and widest popular support, which is more truly national in its constituency, than any other administration in our time."

This view is by no means universally held. The Taft camp aggressively denies that their man lacks a great public following. The Freeman magazine recently said, "In 1950 the whole strength of the Truman Administration was thrown into Ohio to beat Taft out of the senatorship. . . . They threw mud at Taft and, more importantly, they threw the paper green stuff that still unaccountably goes by the name of money. But in spite of screeches and caterwauling, hair-pulling and invective, slander and demagoguery, on the part of the Democrats. . . . Bob Taft was in again. He had carried 84 out of the 88 counties, including all the industrial districts in the state. He did this in spite of the fact that Frank Lausche, a Democrat, won the Ohio governorship." The Freeman then said that the polls proved that Taft's public standing has steadily improved. Last June the Gallup poll gave Eisenhower a 30 per cent preference as against 22 per cent for Taft. Six months later Eisenhower still had his 30 per cent while Taft had gone up to 28 per cent.

So much for the Republican side. To turn to the Democrats, the feeling grows in Washington circles that the president is fed up with his job, that he is disillusioned over friends who let him down, and that he will not run again. A few months ago it seemed certain that the President would be able to name the candidate and that the convention would follow his lead automatically. That is not so certain now. All the polls indicate that Truman prestige has reached a new low, and powerful forces in the Democratic party are bitter at the president, his closest advisors, and such cabinet members as McGrath and Snyder, within whose departments the scandals occurred. An inter-party revolt against the White House may not occur on any great scale, but it is certainly possible. Some of the Kefauver backers may be counting on it. Senator Kefauver, an aggressive and personable man, has not been at all popular in presidential circles, and his public reputation is the result of his investigation of sordid tie-ups between criminals and politicians.

## Motor Vehicle Numbers Double

A prime need facing every motorist is a place to park your vehicle. Parking places can be found if one drives far enough, but this is sometimes both troublesome and expensive. Cars and trucks have been manufactured in such tremendous numbers the past six years that it is difficult for most of us to realize what is happening to our streets and highways, not to say anything about the difficulty of finding a place to park once we stop in the average city or town. Ten years ago there were approximately twenty-seven million motor vehicles in the United States. Today that number is almost doubled or about fifty-two million, if we recall the figures correctly. At any rate the tremendous increase in the motor vehicle population has descended upon us before we are ready to meet a new situation properly. Streets, highways and parking places we thought we had are not enough to meet the present need. We have met one phase of the problem in that most of us are better drivers than we were ten years ago. We have to be to live, but while we have learned in this respect, we have failed to meet the other part of the problem.

Except for the installation of parking meters, we are not any further along in solving our own traffic problems than we were ten years ago. And parking meters won't help much unless at least a portion of the revenue is set aside to provide parking lots or additional parking space.

Since little has been accomplished to ease the parking situation, some businessmen have approached the problem with the suggestion that it would be a good investment for the business people to buy property adjacent to main streets for parking lot purposes, provided the space could be purchased reasonably. This seems to be a very logical step and should have the support of the business people.

If the parking lot idea isn't developed, what future expansion we might have might occur in the South Highway soon to be abandoned or outside of the city limit, which would be bad in many respects since it would scatter the business district and would create a problem faced by many large cities that have seen business spread to the fringe areas.

## Something New for Us

If universal military training is accepted by the American people, it will be the first time in our 300 year history we have felt necessary to resort to a method of this kind for our security. It seems to us that we will be asking the military to do something our diplomatic corps have failed to do in the last twelve years, although plenty of opportunities have been present.

Such a law will prolong the uncertainties for our young men and women, which isn't giving them a fair deal and it will prolong the huge spending program with its attendant inflation tendencies.

Aside from one country, Switzerland, which is a small nation, we do not recall a nation which has maintained a sword rattling army without risking war. Germany is a good example among modern nations, but did the big armies of Germany keep her out of trouble and bring her victory?

## Letter From Washington

# President Asks for \$85.4 Billion Budget

by Harris Ellsworth  
Representative, Fourth District

Our great federal government has a wondrous and complicated system for getting ready to send to congress, via the President, its request for system functions each year. The President has just recently submitted his budget to Congress. He says in his message that he must have \$85.4 billions to spend between July 1, 1952 and June 30, 1953. It is called the fiscal '53 budget.

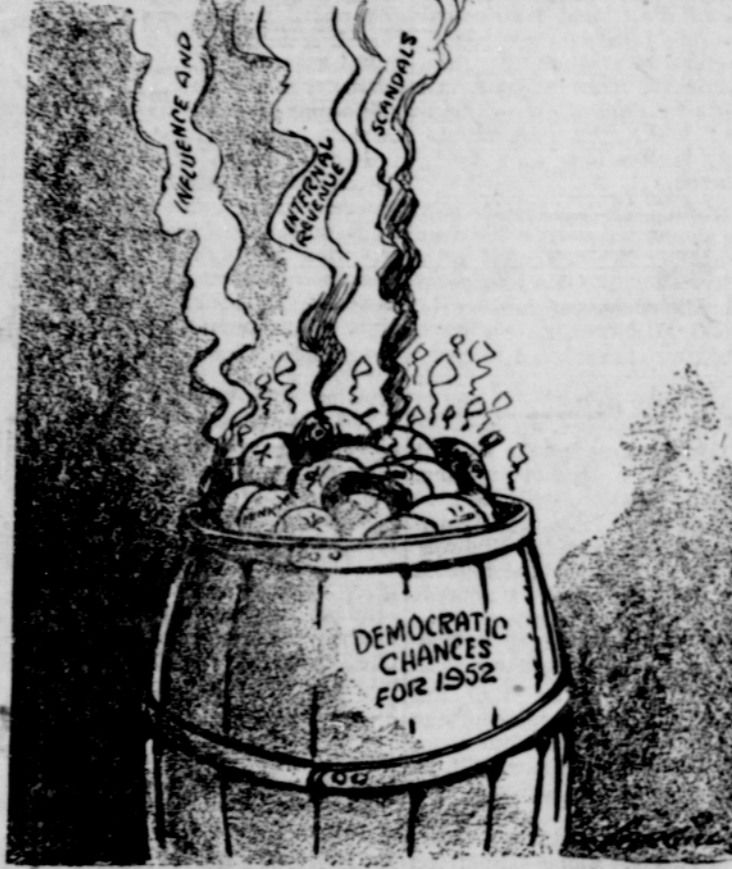
The way the budget-making system works is something like this: Each government department or agency has what is generally called its budget officer. This person gathers up the figures which, when totalled, indicate the amount of money needed (or at least wanted) by the department for the coming fiscal year. The figures are taken to the head of the department who looks them over and then decides just how much he will request. That figure does not, however, go to the President—it goes to the bureau of the budget. There some bright young men hold what they call hearings at which the departments explain why they need the amounts requested. Then the bureau of the budget prepares the figures to be submitted to the President and by him to the congress. He, and his White House staff, are the last word and the suggested budget may be, and often is, changed materially from the way it comes from the Bureau, before it is brought to congress.

From time to time I have discussed budget-making with people from the executive departments. It seems to be quite a game which some of the old-fashioned departments haven't learned to play very skillfully. The general scheme seems to be to ask the budget officer for about twice what you hope to get. Then the head of the agency will

lop off ten or fifteen percent. The bureau of the budget will peel it another thirty percent, the congress will probably knock off another ten percent and there you are—just what you hoped to get! One complaint I heard about the bureau of the budget was rather more amusing than disturbing. It seems the young fellows who conduct the hearings and who, no doubt, have a great deal to do with making the final figures, are very young—most of them under 30 and with little or no background (this is merely repeating what was told me by one who faces them). They sit and ask uninformed and inconsequential questions. That might not be so bad, said my informant, but, as he put it, the trouble is they change these youngsters every year so that the school-teaching has to be done all over again each time. I gather, from the sigh he heaved, that the procedure is something of a headache, and tiresome.

It generally takes congress quite a long time to catch up with the activities of our executive department officials. This is especially true with respect to things we do overseas. For instance, I learned unofficially and off the record, from one of our people in France last fall, of the neat scheme the French government works to chisel a profit over and above our aid to them. One example—the French share of the cost of the headquarters building for the NATO army is 18 percent. However, the French government levies a tax of 20 percent on the construction. See? In addition to saving her 18 percent contribution, France came up with a profit of two percent on the job. A neat trick if you can do it, and France has been doing it to us for years. Last week the congress took notice of this situation and a committee has issued a sharp and factual report on the subject. The state department says it is "working on the problem!"

## AN APPLE A DAY KEEPS THE VOTERS AWAY?



## John C. Hopman

John C. Hopman, 67, a resident of Cottage Grove for the past 30 years, passed away at his home, 326 North Seventh street, Wednesday, January 23, following a long illness. He was born in Daggett, Mich., June 30, 1884. When a child, he moved to Chicago with his parents, and came to Cottage Grove about 30 years ago from Chicago. Hopman was married to Susan Bruzas in Albany in 1940.

Surviving are his widow; two children: Marie Phillips of Merced, Calif., and Martin Hopman of Chicago; two brothers: William of London and Henry of Seattle. Services were held Friday, January 25, at 2 p.m. at Smith's Funeral Chapel with burial in the IOOF cemetery. F. Sherwood Smith officiated.

## Melvin Howard

Melvin Howard, 74, died at his home east of Yoncalla Thursday, January 24, 1952.

He was born in Texas, July 30, 1877, moving to Yoncalla in 1887. He married Effie Thompson at Roseburg in 1906. She survives him.

Also surviving are a daughter, Mildred Briner of Rt. 1, Yoncalla; a brother, Romie Howard, also of Rt. 1; four sisters, Fannie Wat-

Wills, all of Cottage Grove, and Mary Caldwell of Bend, and two grandchildren.

Services were held at Mills Mortuary, Sunday, January 27, at 1:30 p.m., followed by cremation. Sherwood Smith officiated.

## C. C. Roberts

Funeral services were held Monday at Mills Mortuary for Christopher C. Roberts, a resident of Cottage Grove for 27 years. Burial was in the IOOF cemetery. The Rev. D. Hugh Peniston officiated. He passed away in Salem on Saturday, January 26, at the age of 87. He was born near McMinnville, May 9, 1864 and was married in 1885 to Amanda Jane Sherwood at Elkhead, Oregon. She passed away in 1923. Roberts came to Cottage Grove from Grants Pass in 1925.

Surviving are one son, Cliff E. Roberts of Cottage Grove; three grandchildren; four great-grandchildren; and one sister, Mrs. Florence Stanley of Oakland, Calif.

The Army Nurse Corps rose from 625 nurses in 1939 to 57,000 in 1945.

## Botanist Speaks

Continued from page 1

ers that can be introduced in irrigation systems. Telling the audience how to retard moss and encourage grass, he advised add phosphate material in the fall and winter months, followed with other fertilizers. He suggested 5% nitrogen, 10% phosphate and 10% potash.

Speaking of garden pests and plant diseases, he said that the key to control was hitting the pest or disease at the right time with the right materials.

He explained that in the fall swarms of insects actually walk down the trees and plants and seek refuge in the soil during the cold. He suggested that in early December that a gardener kick up the surfaces of the soil in the garden, uncovering bugs.

"Many will not have the strength to move," he said. "Also birds do a good job of getting rid of them."

Soil Spray He also suggested treating the soil with a combination DDT spray as a good killer. Dr. Hanley himself represents a manufacturer of dusts and sprays. However, he warned, do not let the spray get on plants but just on the soil surface.

He closed the program by showing colored slides many from the famous Kew gardens he visited in England.

The program was sponsored by the P.D.G. Garden club.

Many a man has lost his chance for success by clinging too long to a poor idea.

## Cottage Grove Sentinel

### Long Term Subscription Rates

We have decided to offer for the first time under the present management an attractive long term subscription rate for periods of two to three years. No subscription accepted for more than three years. This offer is open to both new and present subscribers. Send your remittance now and save.

In Oregon, 2 years \$5.00	You save \$1.00
In Oregon, 3 years \$7.50	You save \$1.50
Outside of Oregon, 2 years \$7.50	You save \$5c
Outside of Oregon, 3 years \$10.50	You save \$1.50

## OSC 4-H Session

(Continued from page 1)

ment, all received an abstract idea.

He claims that when he took over the club about a year ago he had to work months getting permission to change over from livestock and poultry projects to electricity and woodworking.

"The area is primarily logging," he said. "The children were not interested in poultry, livestock or rabbits."

His background well fits him for the work. He worked 30 years as a telephone engineer, 25 of them in Texas. He went to school in California, also studying at Notre Dame in South Bend, Ind. Chooses Oregon He said he chose Oregon as a place to retire after traveling thru the state on vacations over a period of about 10 years. He was stationed at Fort Lewis, Wash., during World War I and grew to like the northwest country, he said.

His wife works with him in the 4-H club, teaching sewing.

Giving an illustration of how democracy works in his club, he said he was offered some time ago a scholarship to 4-H camp by the Moose lodge. The lodge thought perhaps it would go to the best club member. However, Mr. Robinson said he would be happy to accept the scholarship if the person to go could be chosen his way.

This was agreed. The leader conducted an election and had the boys in the club vote on who was to go. As a result all boys seemed to be happy, he said. Democratic Way When two club members were interviewed on the radio in a program later and asked about the campership, they replied, "Oh we chose the democratic way." In turn, when the next opportunity came for demonstrations or trips, the ones who had gone previously were omitted to begin with, as they had already had their opportunities.

"So you see, the lessons in democracy can be learned well," said the soft spoken youth leader, who carried in his hand a cherished gift—a pipe that the boys in his club had given him.

Local Boy Honored He pulled out of his pocket a 4-H pin for Larry Nobakowski of Cottage Grove, a three-year pin won last year for poultry and photography projects as a member of the Silk Creek club. He said that Larry had phoned him asking him to start a club in Cottage Grove proper.

Mr. Robinson stated that he would be glad to lead a club in town in the near future.

H. A. Hagen, who for years has been interested and active in 4-H work, are formulating preliminary plans for the possibility of such a club.

Every time a booster opens his mouth he puts his feet in it.

## Beach Gauge Co. Formed With Invention Of New Device for Weighing Log Loads

Beach Gauge Co. has been formed by Bob Beach of Hi-Point Logging Co. after the invention of a new gauge for hydraulic scales on log trucks for what the company claims is accurate weighing of loads. Patent on the device is pending. The gauge is for use on the welded steel diaphragm truck scales. The company claims that in all of its testing it has not had a single failure.

The new company is composed of Mr. and Mrs. Beach. The gauge is being manufactured by a Chicago firm, with the first shipment of 300 gauges now on its way.

Laws Get Tougher Bob Beach said that, "All over the nation the laws on loading trucks are getting constantly tougher. We in the logging business have been hit especially hard because of the difficulty in weighing logs."

The company, in announcing the gauge, said that even the best standard gauge available could not be depended on. Scales are accurate only if the gauge can be read with the pointer hand directly over a mark on the dial, the company stated. Or if the load range hands did not shift due to jar while loading the truck. Or if the bronze tube in the gauge working mechanism did not become fatigued from overloading the gauge.

Experiment on Trucks Beach said the logging firm equipped 12 trucks of its own with these scales having the best 400 pound gauges available. The glass faces of these standard gauges were removed and bored to install the two load range hands. The system was called "a tremendous improvement" over the old "tattletale hanging from the truck or trailer," but was still said to have a lot of "bugs."

Comparisons Made Following are comparisons made by the company of the Beach gauge and a standard gauge. (B stands for the former, S for the latter.) 1. B vacuum-filled with oil at factory for seal contact. S, no way to get air out of gauge, causing faulty reading.

2. Twice as much hand travel for same load weight. The two gauges are set for the same load. The S gauge registers approximately 1200 lbs. per mark, the B gauge approximately 600.

3. Load limit hands on B engineered at factory will not shift under any normal use, while S has trouble with load limit hands shifting while loading, causing over or underloading.

4. At 225 lbs. starting pressure, B registers 5 marks. At average full load goes just slightly beyond the half-way mark, still giving a very much greater hand travel. S overloaded by starting at 225 lbs., which company found by testing was most satisfactory to gain utmost in accuracy. Said no gauge should be constantly worked much beyond the half-way point.

Withstands Test 5. The 600 lb. steel tube in B has withstood worst without distortion. Overloaded tube in 400 lb. S will stretch and fatigue; yet marks on S 500 or 600 lb. gauge so close together could not be read closely enough.

6. No single failure in testing B; S not designed for hard work and actually shakes to pieces, losing hands, markers and faces; glasses revolve.

7. Complete line of parts carried for B. For S no parts available for any company was able to buy.

8. B not completely waterproof, yet never got mud and water in parts. S not sealed against mud and water.

9. B has new and better face design. S face not marked properly for truck scales.

10. B. plate provided for load limits so repairman can easily and accurately replace broken glass. S, no place for record. If glass broken and hands lost repairman has no way of setting load limit. Result could be overload fine.

11. B. bigger pay load. One mark safety margin on truck and trailer costs only slightly more than 1/2 ton. S. safety margin costs too much. Loading one mark light for safety margin costs approximately 1 1/4 tons pay load each trip.

## CURTIN

(Loretta Oleson)

"Oven Meals" was the subject of an interesting demonstration given the members of the Pass Creek Extension Unit, January 23, at the Don Littlepage home. Project leaders, Mrs. Littlepage and Mrs. Marvin Hill demonstrated from the "Oven Meals" bulletin, added a few ideas of their own, and served members with a delicious luncheon at noon. Birthday greetings were extended to Marion Marvick, and Mrs. John Jacobs.

After the business meeting, Mrs. Littlepage conducted an auction sale of articles donated by members. "Better Dress Workshop" was discussed and eligible members were urged to attend the meeting at Scottsburg, January 29.

Members enjoying the day were Mrs. Grace Dalton, James Nelson and Ann, John Jacobs, Miss Marion Marvick, Mmes. John Sowles, Roy Haldeman, Charles Littlepage, John Stigers and the two project leaders, Mmes. Hill and Littlepage.

## U of O Will Host Drama Conference

University of Oregon, Eugene, (Special)—"The Theatre, Then and Now" will be the topic under discussion when the Northwest Drama Conference is held here February 7-9.

The conference, largest regional drama conference in the nation, will also include regional meetings of the American Education Theater association and the National Theater Assembly.

Principal speaker at the meeting will be Sawyer Falk, president of the American National Theater Assembly and head of the drama department at Syracuse university, Syracuse, N. Y.

Next meeting is set for February 25 when Mrs. E. T. Minkler will have charge of the meeting.

Tip to motorists: Death works overtime on slippery highways.

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## Githens Opening

(Continued from page 1)

William F. Githens, manager of the new dealership, at a luncheon at the Golf club Wednesday. Also present was Mr. Hostetler.

About 50 Chamber members and employees of Githens Motors, Inc. were present.

Art Schaefer, C. of C. president, read a congratulatory telegram from company officials, also letters from Governor Douglas McKay and Secretary of State Earl T. Newbery.

Mr. Githens in thanking the Chamber for its interest in his new enterprise said, "I am overwhelmed that you fellows have taken an interest. The best expression I can give is from a Christmas card the company used—'If there were no friends like you, there would be no firms like ours.'"

Fine Hospitality Mr. Hostetler in congratulating the Githens on their enterprise said, "You won't find such a facility in a town 10 times the size of this one. Mr. Githens is an outstanding businessman and dealer in our ranks."

William Githens, or Bill as he is called, also told the Chamber members of his appreciation of their interest and invited everyone to see the new building.

J. S. Crepeau, contractor for the building, said he was prouder of it than any other he had built and that its attractiveness was due mostly to the interest Mr. Githens himself took in going over the construction with him each day.

## PTA Hears Teacher

(Continued from page 1)

Reader meaning that the reader brings meanings to the printed page.

"Reading is a complex process, never easy or a passive undertaking," he said. "Reading can be fun, an active mental process."

Language Process "There is no real reading without meaning," he explained. "Meanings are tied in with symbols. Reading is a language process, not a subject."

In answer to a question on phonics, the teacher said, "Phonics is all right, but it is just one method of recognizing words, and a very slow one at that. There are four other better words recognition skills."

Dr. Phelps is one of the many adult education leaders in this state. He said, "Adult education is coming to the fore in this nation today. People are trying to learn and better themselves."

He was a teacher here about 1937 and said he felt at home in Cottage Grove.

Quartet Sings Balance of the all-male program consisted of numbers by a quartet composed of Elmer Fleming, superintendent of schools; Dr. Dean I. Webb, Art Weinkauff and William Helliwell.

Presiding was R. W. Kensit, husband of the PTA president. Howard A. Gilbert acted as secretary, with Bud Neal reporting on Welfare committee work in distributing toys and clothing at Christmas.

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# -PUBLIC AUCTION-

SALE DATE: February 12, 1952 - 9:00 A. M.

## HOMES BARNs COTTAGES FURNITURE

### TO CLEAR the Right of Way of Divide-Anlauf Section of the Pacific Highway.

BUILDINGS on the properties formerly owned by W. E. Pynch, Landon Auto Court, Medicine Auto Court, Lloyd Griggs, Edwin Becker, De Eava Gibson, Orville Hodge, Eldon Thompson, R. E. Bewley and consisting of:

**10 Residences, 12 Cottages, 2 Barns, 19 Outbuildings, 4 Garages**

### PERSONAL PROPERTY TO BE SOLD

COMPLETE RESTAURANT EQUIPMENT and furnishings at Landon Auto Court—including: 2 deep freezers, 1—21 foot refrigerator, 2 grills, dining tables and chairs, cash register, water heater, silverware and dishes and many other items. Nine cottages of furniture, beds, innerspring mattresses, chairs and many other items. TERMS on personal property sale: CASH

BUILDINGS must be removed from present location within 30 days of acceptance of bid.

NOTE: ANY FINANCING necessary must be made by you prior to sale date with the financing company of your choice. If you are intending to move a building, check with your house mover prior to sale date.

FULL INFORMATION regarding sale may be had by writing or calling C. W. Parker, State Highway Dept., Salem, Ore., Phone 4-2171 Ext. 717

TERMS OF SALE ARE: The above described buildings to be sold to the highest bidder. 100% of bid price is to be paid by successful bidder at conclusion of bids.

SALE DATE: 9:00 A. M. To commence at the W. E. Pynch property and continuing South until finished. Our intentions are to sell all this property in one day. If the sale is not completed in one day, we will commence at 9:00 A.M. the following day and sell until all buildings are sold.

Auctioneer: CLAUDE M. KILGORE Salem, Oregon

Owner: OREGON STATE HIGHWAY COMMISSION State Highway Building Salem, Oregon

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