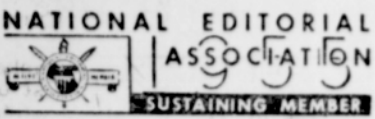


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Hells Canyon An Issue

Look for the Hells Canyon dam controversy to be a strong issue in the 1956 elections in the northwest, but not in any other section of the country. The fact that the Idaho Power Co. was given permission to build the low dams on the Snake river is a made to order issue for both of the Oregon senators and will be made much of. The remainder of the country will watch the fight with interest, but the fact that the federal power commission gave Idaho Power Co. permission to build the low dams rather than the high dam proposed to be constructed by the federal government, won't be the death of the republican party as predicted by one of our senators, because the remainder of the country is not particularly interested in the development of our section, in fact, under the present circumstances it might be difficult to get an appropriation for the construction of the high dam.

Hells Canyon high dam has been talked for several years, but no action has been taken by a previous administration, which was supposed to be sympathetic to such a project. Perhaps Hells Canyon is about like the St. Lawrence seaway project. This project was discussed for more than 20 years, yet it took a republican administration to get the seaway started.

Those who may actually favor the federal high dam over the low dams may be a little confused over the various reports of engineers. Many of these reports as we understand have stated that the construction of both types of dams would be feasible. So, if these reports are accepted on their par value we do not have too much to worry about the future generations losing their heritage of public power.

Cautious Optimism

(By Reynolds Knight, in Behind the Scenes in American Business)

NEW YORK, Nov. 14—A curious switch has been developing recently in the respective attitudes of government and industry on the outlook for business. Ordinarily the politician goes about asserting there isn't a cloud in the sky and claiming credit for having erased same. The businessman will admit that it isn't raining now, but cling to his umbrella.

But just this month, in the midst of many announcements of forward-looking plans for expansion by industry, there have been words of caution sounded loudly by a government spokesman.

Walter Williams, Undersecretary of Commerce, told a Los Angeles audience that the balance of confidence and responsibility must be rigidly maintained to assure continuance of this year's prosperity through 1956. He called on manufacturers to keep inventories in check and expansion within bounds. He urged consumers not to overspend their incomes; if they tried to, he said, lenders and sellers should supply the necessary restraint.

By contrast, businessmen themselves were laying plans for spending \$30 billion on plant expansion in 1956. Machine tool orders, another index of confidence, soared to \$579 million in the first nine months of 1955. Corporate securities sold to raise new money amounted to \$5 billion in the first ten months. The cautious National Association of Purchasing Agents suggested this was a good time to buy for inventory.

First Step

"Taxes should be reduced, but the first step is a balanced budget, and every effort must be bent to balance the budget." That eminently logical statement comes from Congressman Rees of Kansas. Then he says: "Government employment can and should be reduced at least 10 per cent without any impairment of essential government services. In fact, greater efficiency should result."

Here is a goal that Congress and the Executive branch should go all out to reach—and, in doing that, they will earn the heartfelt thanks of the hardpressed American taxpayer.

WASHINGTON AND "SMALL BUSINESS"

By C. WILSON HARDER

A great phenomena of the times is bitter attacks launched whenever criticism are voiced of United Nations.

Yet, paradoxically, few people seem to realize full potential power of UN to control their personal lives, to settle entire American way of life by votes in London, Paris or Moscow.



Spearheading drive to rob U.S. people of their power of self determination is U.S. State Department. This is C. W. Harder, not a new State Dept. activity; it has existed for over 20 years.

For example, through efforts of State Dept., next session of Congress will consider a bill known as H.R. 5550. Purpose of bill is to permit United States to join Organization for Trade Cooperation, or OTC. This would be a UN agency.

Through this international agency, UN would decide on U. S. tariff rates. U. S. would have but one vote. Other votes would be cast by foreigners, and lone U. S. vote cast by State Dept.

Thus, once again, by devious means, an attempt will be made to rob Congress of a power that is specifically reserved to Congress by the Constitution.

While, to be sure, decision of UN on U. S. tariff laws would not have force of law, such decisions would be in form of an international agreement which Congress would have to approve or establish U. S. as nation that

welshes on deals made with its representatives.

Thus, there is set up machinery for the greatest turkey plucking in history. The American people, which under Constitution are supposed to have voice in tariff matters through their own elected representatives, would have this power taken away from them and vested in the hands of foreigners.

Immediate results of this measure do not seem hard to predict. Every nation which has a manufacturing or farm surplus would vote to remove all protective tariffs so they could ship into U. S. products of slave labor to ruination of American workers and farmers.

But strangely enough, this proposal will get serious consideration in Congress; could very well be passed by Congressmen who know better.

Yet influence exerted by internationalists in Washington is something that passeth all understanding.

There is little question average Congressman is from solid cross-section. There is also little question average Congressman is steeped in American history, conscious of standard of living developed by American methods; knows free enterprise is now found only in U. S.

Yet, as has been done repeatedly in voting on extensions of Reciprocal Tariff Acts, something happens which causes Congressmen to vote for foreigners rather than for Americans.

And that is one of the mysteries of the times. Just what are the insidious influences wielded by international clique to subvert American legislators?

H-Bomb Will Not Be Used

A high Washington source has assured the American people they have nothing to worry about so far as the use of the H-Bomb by a potential enemy. It seems that this bomb is so potent that it may become the instrument of peace. Both sides will be afraid to use it because of the world-shaking consequences.

If one could see Europe as we have seen it with the problem facing the people as to whether to adjust life as if one might expect a thousand years of peace or sit down and wait for another war which has torn many countries periodically. Europeans are taking the only sensible course, they are trying to rebuild their country and live a normal life.

Who knows, but that the cost of the H-Bomb and the A-Bomb in money and in anxiety will be well worth the effort we have put forth. If countries fear the consequences of the use of the H-Bomb, it might well become the instrument of peace.

End of An Old Wives' Tale

Retail and wholesale meat prices have been declining of late, as a result of abundant supplies. Decreases have been especially marked in the case of pork, and all cuts are being offered at extremely attractive prices in the stores.

This is good news for the millions of people who relish pork in one or another of its forms. And it is good news for an additional reason—sound and healthful diet.

Pork, like many other foods, has been the victim of old wives' tales that are part of legend but have no basis in fact. Among the mistaken ideas that have been handed down over the generations is the belief that pork should not be eaten by women during pregnancy and the nursing period. At one time even professional people believed this. Now, however, it has been scientifically established that the opposite is true—that pork is of major value to the mother-to-be and the new mother.

The reason is found in the requirements of nature. Pregnant and nursing women require larger than usual amounts of certain vital nutrients. During and after pregnancy the body stores up increased quantities of protein, iron, lactose and minerals. Pork meat is an excellent source of many of a woman's special requirements. Its high thiamine content is especially important—few other foods contain as much. So are the fatty acids found in the fat of pork.

This is simply one example of how pork, low in cost now, performs vital service to the body even as it pleases the taste buds.—Industrial News Review.

The Importance of Sea Power

A very distinguished authority, Admiral Robert B. Carney, formerly Chief of Naval Operations, has contributed a compelling article on "Principles of Sea Power" to the U.S. Naval Institute Proceedings.

In one section, Admiral Carney points out that—difficult as it is for many Americans to believe it—this country is not and never has been a self-sufficient nation. Foreign trade has been a necessity to us from our national beginnings. Today a long list of essential strategic items—chromite, antimony, bauxite, mica, and so on and so on—must be imported, via the seas, from other countries. We are even becoming increasingly dependent on overseas sources for such basic materials as iron ore.

Trade expansion is vitally related to sea power. Our exports and imports both have more than doubled since the pre-World War II era. As Admiral Carney says: "All of the American dollars and human effort being placed in overseas improvement and development for our trans-ocean friends would be lost if we lost our ability to use the seas."

Sea power, using the term in its broadest aspect, is inextricably a part of our military security and our economic well-being alike. And sea power means that we must have naval and related military forces to keep the sea lanes open to us—along with a large and modern merchant marine, flying the U.S. flag, which can carry our exports to the corners of the world and bring our imports back.—Industrial News Review.

Washington Calling

(By Richard and Maurine Neuberger)

(Editor's note: Reports from Washington by our senators and representatives are printed as a public service as space is available. Opinions expressed in these reports are those of the writer and do not necessarily represent those of the Sentinel.)

The Senate Agricultural Hearing Oregon's farmers are in trouble. That was apparent when Senator Morse and I sat for nine hours with the Senate agricultural committee in Pendleton on October 31, listening to testimony on the farm crisis. Farm income is down. The prices paid for farmers for their machinery, clothing, property taxes and hired hands are up. The squeeze imperils the solvency of our rural population.

What to do? Many remedies were proposed. The Oregon Wheat League suggested the two-price plan, under which domestic parity would be assured for wheat going into human consumption while the world supply would seek a lower level. Members of the Oregon Farmers Union felt that direct production payments for all farm crops would be fair and equitable. The Farm Bureau Federation wanted to stick by Secretary Benson's flexible supports. The Oregon Dairy Association suggested "self-help" for dairy farmers, but wanted the government to advance \$500,000,000 to get this "self-help" under way.

When a Farm Bureau spokesman said his organization wanted no socialism or communism in any farm program, Senator Edward Thye of Minnesota, a Republican, thundered that he felt communism would be promoted in the United States if young farm families, who had bought their outfits at high prices, saw their land going under the sheriff's gavel because of low farm income. This brought thunderous applause from the audience. It seemed evident that virtually all segments of the farm population of Oregon desire some substantial degree of government help.

It is possible to call any governmental help either a subsidy or a service. I suppose one could call public schools a subsidy to children, or Federal meat inspection a subsidy for consumers. Yet who would do away with these things?

In my opinion, agriculture requires some governmental bolstering and support. I respect Secretary Benson for his courage and his faith in his program, but this program thus far has not been successful. I draw one distinction between Benson and Secretary McKay. Benson took over a democratic farm program which was not working well and did some tinkering with it. I doubt if he helped it any—probably made it worse. But at least Benson confronted a difficult and perplexing situation. McKay, by contrast, took over a resource and public power program which had been highly successful and beneficial by any series of tests—and he deliberately wrecked that program.

One of the principal problems facing Congress in 1956 will be the writing of a farm policy which is fair to consumers, to farmers and to the nation generally. This is a "must," if our agricultural population is to be kept out of the sheriff's hands.

School "Kids" In recent weeks I have talked with high school audiences at such places as Pendleton, Wallawa, Wy'east (near Hood River) and at Burns. Principally, I have let the students ask questions. Their intelligence, eagerness and wealth of information all give me hope for the future. I actually believe that these boys and girls, fresh from their current-events classes, ask more searching questions than do adult audiences.

Family Allowances—And Scandinavia Probably the most far-reaching legislation I have introduced is my resolution for a Senate study of Canada's Family Allowance program. Undoubtedly you have seen statements by some Oregon Republicans denouncing this as "radical" and "Socialistic."

I have been reading a new book, "The Challenge of Scandinavia," by William L. Shirer. Practically all the Scandinavian nations—Sweden, Norway, Finland—have some form of Family Allowances. Finland, for example, pays each mother \$2.4 a year to help feed, clothe and care for every child under 16, regardless of the income status of the family. In Norway, the family allowance amounts to \$35 annually for the second child, and \$49 for each additional child.

The significant thing to me is that the countries of Scandinavia are among the most civilized, tolerant, decent and humane in all the world. They practice true democracy. No nation fought more heroically against Soviet aggression than did tiny Finland. Family allowances, far from being "radical" as some American Tories suggest, actually have helped to strengthen and fortify the countries which thus raise the standard of living of their boys and girls.

One hundred twenty Marine pilots in World War I were "Aces" and accounted among them for 976 enemy aircraft shot down. Five of these Aces destroyed 20 or more planes and nine Aces were awarded the Congressional Medal of Honor.

Marines performed a great variety of ordinary duties on board ships during the American Revolution. They were expected to impart a high military character to the crews of the vessels. As is still the custom, the captains' orderly was usually a marine.



THE NEW HANDS FREE SPEAKERPHONE is the subject of discussion between Joyce Carpenter, pictured in the Arcade Theatre ticket booth, and Stan Daugherty. This set, the first installation of its type in the area, enables her to sell tickets and make or receive telephone calls without lifting the receiver. To quote Joyce, "It's just wonderful."

A Salute To 4-H...



A dramatic highlight of the National 4-H Club Congress unfolds as delegates parade before a huge audience at the International Live Stock Show in Chicago.

The 4-H spotlight will again be on Chicago when the top 1,200 boys and girls from all 48 states, Alaska, Hawaii, and Puerto Rico join with guests from foreign countries for the 34th National 4-H Club Congress, Nov. 27—Dec. 1.

The Congress program consists of discussions by the delegates, tours of the city, banquets and top-flight entertainment features, and is highlighted with talks by outstanding speakers. The 4-Hers also take part in press conferences and radio and TV appearances. Most of one day is spent visiting the International Live Stock Exposition where during the evening program the 4-Hers present their annual parade.

Congress delegates are selected from the Nation's 2,150,000 4-Hers through county, state and national competition. In Chicago, 180 will be named national winners in 29 award categories and will receive \$49,050 in college scholarships.

The Congress is made possible by civic-minded individuals, foundations and industries who in 1955 contributed over \$750,000 through the National Committee on Boys and Girls Club Work to support 4-H. This year, 10,000 4-H members will be honored through National 4-H Award Programs. The awards consist of trips, medals, watches, U. S. Savings Bonds and other merit awards. In addition, funds are provided for leader training with the grants made through the National Committee. The committee is a citizens' group which has been helping the Cooperative Extension Service further the influence and membership of 4-H for 34 years.

Among the corporations and foundations providing 4-H support are the Nitrogen Div. of Allied Chemical & Dye Corp., Allis-Chalmers, American Forest Products Industries, Carnation Co., Chicago Board of Trade, Coca-Cola, Clark Inc., Conrad Hilton Hotel, Cudahy Packing Co., Elgin Watch Co., Firestone Tire & Rubber Co., Ford Motor Co., Larro Sure Feed Div. of General Mills, General Motors, Hercules Powder, International Harvester, Kellogg Co., Kelvinox, Kerr Glass, Massey-Harris-Ferguson, Inc., Montgomery Ward, Olin Mathieson, Chemical Corp., Sears-Roebuck Foundation, Simplicity Pattern, Singer Sewing Machine Co., Standard Brands Incorporated, Sunbeam Corp., United States Rubber, Westinghouse Educational Foundation, and the Wm. Wrigley Jr. Co. and Gene Autry.

Nine oil companies collaborate in the program, including American Oil, General Petroleum, Pan-Am Southern, Pure Oil, Standard Oil Foundation, Inc. (Chicago), Standard Oil Co. (Kentucky), Standard Oil Co. (Ohio), Stanolind Foundation Inc., Tulsa, Okla., and Utah Oil Refining Company.

Railroads cooperating are Burlington, Illinois Central, North Western, Milwaukee and Santa Fe.

Individuals who offer awards include Mrs. Charles R. Walgreen, Mrs. E. Wilson and Edward Fox Wilson.

when they came to the Association offices this summer," he said.

"The economic value of motor travel in Oregon this year was \$127,000,000, and the greatly increased motor vehicle registration, plus the greater use of automobiles for vacation travel, plus the upswing in interest in the northwest area can mean only that Oregon will continue to benefit more and more from vacation travel during the next few years."

The AAA motor club people based their prediction on these factors: strong increases in motor vehicle registrations throughout the United States; steadily increasing interest in Oregon and the northwest for vacation travel; tendency for greater use of the automobile for vacation travel.

"Four out of five Americans use their automobiles for vacation travel today, according to surveys made by the AAA," Ray Conway, manager of the Oregon AAA motor club, said. In 1955, 85 per cent of vacation travel was by private automobile.

"Motor vehicle registration in this country is expected to reach 81 million by 1963, and with many people receiving longer vacation periods, motor travel for vacation purposes is climbing steadily."

The motor association official pointed out that interest in Oregon and the northwest has increased substantially in recent years. During the summer of 1955, AAA routings in clubs throughout the United States showed a 13 per cent increase in those coming to the northwest, compared to routings in 1954, he declared.

Conway pointed to these factors favoring the increase in motor travel to this area: excellent highways; the wonderful scenic and constantly improving accommodations for the motor traveler.

"Visitors from other parts of the country frequently commented on the fine roads, the excellent accommodations and the wonderful scenic attractions of Oregon

Grove Will Aid

(Continued from Page One)

1 - Have your vehicle thoroughly checked by a competent mechanic before starting on a trip away from home.

2 - Don't bite off more than you can chew on a trip. Figure on an average speed of not more than 30 miles per hour. Plan on not driving more than 10 hours per day. Don't let fatigue get you.

3 - Keep with the flow of traffic and drive in your own lane. If you drive too slowly you will tempt others to take unnecessary chances. If you drive too fast you are taking chances.

4 - Remember traffic may be heavy at times during the day and delays may result. Take them in stride. Use extra caution and patience.

5 - Sightseeing and driving at the same time make a dangerous combination. Stop to do your sightseeing and stop in a safe place completely off the road.

6 - Be a welcome highway guest. Obey the traffic laws where ever you drive. Important traffic laws are posted on roadside signs. Read them and heed them. They are there for your protection."

S-D Day, 1955, can be a success. The key to that success is the participation in the program by every organization and by every individual. By doing this you will be helping your community, state and nation achieve a better traffic safety record.

Many lives were saved last year through your cooperation. Aren't you glad yours was one of them?

The father of several daughters stopped in to say that a boy's voice changes at adolescence... but a girl's changes when she answers the phone. Sounds normal. That hearty Thanksgiving dinner is a familiar American scene... and why not preserve it in this year, with shots of the family on Thanksgiving Day? Pick up a supply of photos at the photo counter. You'll find everything photographic here at

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 Phone 82

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10% off our regular price on apples and cider for each child living at home.

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Look for the Diamond "M" sign on Highway 58—300 yards East of the new underpass at Goshen.

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 Sale ends November 25th, Open 8 A.M. to 7 P.M.

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