

THE SANDY POST

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Tom B. Purcell Editor and Publisher
Richard P. Horton Advertising Manager
Frank Calhoun News Editor

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POWER SHORTAGE IS REAL CRISIS

The shortage of electrical energy in the northwest has reached a point where it now constitutes a real crisis and has removed all doubts from the minds of those who have scoffed at suggestions that such a shortage was imminent. All utilities are pleading with the public to conserve on use of electrical energy between the hours of 4:30 and 6:30 p. m. as the only means of staving off an actual blackout of practically all of the northwest.

Demands for electrical energy naturally increase in the late afternoon hours, when lights come on in homes, offices and industrial plants and when mamma starts preparation of the evening meal. And with normal usage, already taxing the capacity more than it is possible to produce.

Further aggravating the situation and precipitating the present crisis is the fact that cold weather has frozen streams and rivers high in the mountains and no snow is melting to supply even a normal flow of water to feed the penstocks of power dams and maintain maximum production of electrical energy. Until the weather softens up and a heavier water flow starts down the streams, the shortage of energy will continue critical.

Industries, businesses and private homes must co-operate by using as little "juice" as possible during the critical hours between 4:30 and 6:30 and if the cold weather holds much longer it may become necessary to extend the period of careful usage to all day. Even so little as a single 100-watt light turned off in your home will help prevent a complete breakdown. In your own interest, co-operate to the fullest extent possible. Most of us remember what a blackout is from those first days after Pearl Harbor. We can prevent a recurrence of that experience if we all co-operate, but it is certain to come if we do not.

WE'RE PAYING FOR FOREIGN LUMBER

It may be news to many of our readers that, despite lower lumber prices and shut-downs of many Oregon mills, they are paying for many millions of feet of lumber purchased from foreign nations. The reason it may be news is because they are paying it through federal taxes, which in turn are spent by federal agencies and hence they—our readers and the nation's taxpayers—actually have no direct contact with the purchases they are making in competition with themselves.

Here's the gist of it. Export lumber business in days prior to the war was a free, independent enterprise. The success or failure of a lumber export firm largely depended upon the initiative and ability of its management. Today, the export business is controlled by our government through export licenses and through restrictions imposed upon other nations as borrowers or recipients of cash gifts by ECA and the Export-Import Bank.

These agencies have felt that lumber prices were too high and that all lumber produced in this country should be used here, primarily for the construction of homes. As a result, they have made restrictions on their loans and gifts which forced the creditor nations to buy lumber from other countries. Worse than that, our own government agencies have been purchasing lumber for shipment outside our borders from other nations, chief of which is Canada, where stumpage is far less costly than here and wages are considerably lower. Recent examples include a purchase of 20,000,000 feet of spruce from Canada by Ireland, using ECA funds and the purchase by Great Britain of 120,000,000 feet from Canada with funds directly or indirectly received from the United States.

Oregon members of congress already are making pleas for changes in the restrictive policies of ECA and government purchasing agencies. They need all the support they can get from home. Let's give it to them.

McKAY CALLS FOR ACTION

The inaugural address of Douglas McKay as governor of Oregon confirmed the convictions of his many supporters that he would be a man of action in the governorship. It gave every indication that Gov. McKay is fired with ambition to give Oregon one of the best administrations in its history and that he will apply to that purpose all of the energy, business acumen and resourcefulness that has won for him signal success in the business world.

Gov. McKay knows Oregon intimately, he has unbounding faith in the state and its people. He has studied the needs of the state and the desires of its people and developed from that study a program that is forward-looking and far-reaching.

Every part of Gov. McKay's inaugural address fairly teemed with the spirit of pro-

gress and stamped that message as a vigorous call for action. Though he knows as well as any Oregon citizen the fiscal problems of the state, Gov. McKay did not for a minute view those problems as beyond the solution or as matters that should stymie the continued progress of the state.

Rather, our new governor insisted that the state budget can and should be balanced and at the same time provisions can and should be made for needed building at state institutions, for a broadened program of conservation and development of natural resources and for a far bigger program of highway building and improvement.

Gov. McKay's suggestion that a means be found for using present income tax reserves as a special fund earmarked for public building sounds like an excellent one. It indicates his realization that if we do not now make provision for expansion of state institutions, we will find it increasingly difficult—if not impossible—to do so at some later date when the growing load upon these institutions has reached new peaks that would be even more trying than are the present overloads.

The plan unfolded by Gov. McKay for calling together representatives of the forestry and agricultural departments, fish and game and hydroelectric commissions and other state agencies as a "governor's advisory committee" will ring a bell with the public. It should go far toward elimination of intra-departmental misunderstandings and grievances which have blocked many progressive steps in state affairs in the past.

Co-operation from the state legislature is essential to the success of the broad program Gov. McKay has outlined. That co-operation is practically assured from the make-up of the assembly and from the fact that its leaders are starting off the session with a zeal and interest in a progressive program that is comparable to that of the governor himself. It appears at the outset that Oregon's new state administration is off to a good start and that it will be one of action and accomplishment the benefits of which will continue to accrue for years to come.

STATE WITHHOLDING REPEAL IS SOUND

Bills to repeal the Oregon state income tax withholding law were among the first to be introduced in the new session of the state legislature. Based upon experience since the law went into effect, prompt action favoring the repeal appears to be a sound move.

The withholding feature of the Oregon law was enacted in the hope of bringing into state coffers important increases in income tax, especially from the thousands of transient farm and lumber workers who are employed in the state each year. While it has resulted in some increase in collections, the biggest result has been one grand headache for farmers and other employers and an overburdening of employees in the tax department with red tape and details, which if ironed out would undoubtedly cost more than the increased collections will total.

Repeal of the withholding feature was recommended by Gov. McKay in his inaugural message and there is little doubt but what the legislature will act quickly to carry out that recommendation.

A few crusts of dried bread or burned toast tossed out your kitchen windows will pay rich rewards in the joy of watching winter robins and other birds feed upon it during these chill winter days.

Surprising, isn't it, how much longer the days seem already—even though the shortest day of the year was only a month ago. The east wind helps to drive away clouds and give us the sunshine that add hours of brightness to each day.

What Other Editors Are Saying

THE REAL LOW-DOWN ON 1949
Ralph P. Stuller in Coquille Valley Sentinel: We have read to date exactly 17 "Forecasts or Business Outlooks for 1949," including The Sentinel's own Roger Babson's report on things to come, and we're now ready for the Salem nut hatch.

If you can read 'em and not weep, read 'em and not scratch your head until the last remaining hairs fly off in a rhapsody of cacophony, then you read them and tell us.

To date you get this dope: Things look good. Things will drop a little, but the pickup by military expenditures will boost us. Danger, it may be inflation in 1949, not deflation. And so on.

Then some of the boys who get paid a nice fat sum to bewilder us poor yokels say the peak of inflation was reached, it's down from now on, no depression, but some recession. And so on.

So to get the real scuttlebutt for you we took a trip across the street to Bill's Place and sat down at a pinochle table, and here's the forecast for 1949.

The banks will keep the money in 1949. It will be in silver, greenbacks, or checks. You'll have to fight like hell to get it away from Lewis Wiltshire or Sig Peterson, and they'll take on a nice note and interest to boot.

Charge accounts will be due in thirty days, and people will get paid or they won't like it.

It will still pay off to get 1500 pinochle, but good cigars will be hard to find, and the salmon run on the Coquille won't be as good as the spring Chinook run on the Rogue. Tourists will crab about travel will be up and down, according to how many hills there are to traverse.

Grocery stores will find business good, and clothing will see people buying clothes to wear. A shortage of barrels will forestall any boom in the buying of such items.

The power company will continue to have a shortage of power on Monday mornings and will continue to blame appliance dealers for selling too many washing machines. (However they won't advertise to get people back to the tub washing days.)

Ducks will continue to be high in 1949, and deer will be low to the ground, but obscured by brush.

And Roger Babson will keep on writing, and so will the prognosticators such as Kiplinger and the others who write for Nation's Business, Business Week, and Time magazine.

A bit of salt will go both on the top of your beer, and on the top of all such forecasts for 1949.

RIGHT or WRONG

By Dick Horton

Right or wrong, I was sure wrong last week when I tabbed Dr. D. M. Bramwell for the Kewanee vice president job. Bob Duncan has that duty, which is far from little. It also means that next year Bob will be president. My apologies to you, Robert.

Talk about getting the run around. The Pow-Wowers got it last week when they met with County Sheriff Reaksecker and State Traffic Engineers Al Head and Val Johnson.

But Pow-Wowers now have a much better idea of what those gentlemen spend their time and our money doing.

Fred said he did not have enough money to give us law enforcement. From his talk it sounded that he and his deputies spend most of their time operating the county jail. That's also where our money goes. And that's no good.

"Slip-stick artist" is what Big Chief Jack Greenwood named the state highway engineers. Al and Val knew more facts about conditions on the Loop than the Pow-Wowers, myself included, could dream up in a month. Mrs. Jenny Welch called these facts cold statistics, and that they were.

But Al and Val threw around a few ideas for Pow-Wowers to digest. "Would speed zones stop speeding without enforcement?" asked Al. "How much hindrance would such zones cause tourists?"

John Mills slipped in a few licks for a stop light in Sandy which were neatly but effectively side-stepped. John promised them more later.

But all in all the state engineers were mostly right.

What we really want for the Loop is a four lane divided highway with underpasses or over-headers for pedestrians. That won't come today, but it is something that we should all be working for. Until that time comes there always will be congested zones.

Lou Norene urged that something be done now to protect the pedestrian. Lou has a good question, but Pow-Wowers were not able to get any definite answers.

Those state engineers have a tough job trying to satisfy everyone. Al told Lou and the rest that he and Val would probably recommend zoning and more congested zone signs, but that they would have to make some more with the slip-stick before anything would be done.

Ray Beeson deserves a round of applause for his job as president of the Sandy Chamber of Commerce during 1948. A lot of work without much help.

Oregon Is Chilly After Service in Hawaii, Vet Says

SLEEPY HOLLOW—A recent guest at the home of Mr. and Mrs. Leo Burgess was S/Sgt. Melynn Dowell, brother to Mrs. Burgess. Sergeant Dowell had just received his discharge from the U. S. Air Corps after spending six months in Texas and 27 months in the Hawaiian Islands.

Although he's glad to be home, Sergeant Dowell says, the weather here seems pretty frigid after so many months of tropical sunshine.

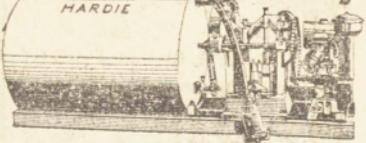
Sgt. Dowell is now living at the home of his parents, Mr. and Mrs. M. C. Dowell, 11 Dover Road.

Visit Forest Grove
Mr. and Mrs. Thomas McEachron paid a holiday visit to the home of Mrs. McEachron's sister and brother-in-law, Mr. and Mrs. W. C. Ray, of Forest Grove.

Mr. and Mrs. Charles Jondle and two daughters, from Lony, Wis., are visiting Mrs. Jondle's brother and sister-in-law, Mr. and Mrs. Leo Burgess. The Jondles plan to make their home near Brightwood.

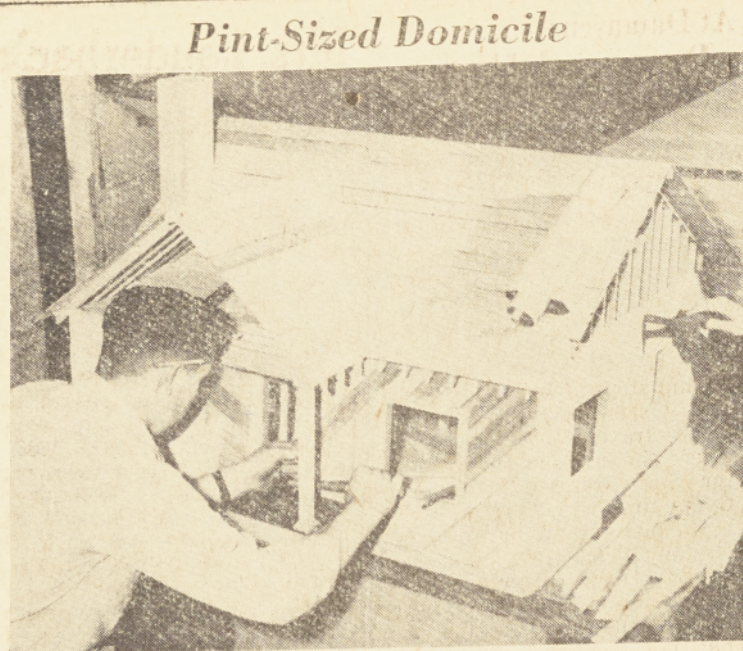
Mrs. Lottie Elvins is home now after a holiday visit with relatives in Albany and Salem.

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Walter Wiese tacks sheeting to the front porch of his miniature house . . . a midget nine inches high could walk in the front door.

Carpentry Students Construct Houses for Homeless Midgets

If you are about nine inches tall and can't find a place to live, your housing difficulties are about to be solved.

Go to the carpentry shop of Sandy High School and try for size one of the eight miniature houses students of Charles W. Frasier, shop instructor, have been building since September. They are scheduled to be completed this spring and will be painted and decorated to your own specifications.

The eight houses are being built by 20 boys of Mr. Frasier's pre-vocational carpentry class. The structures are based on plans of full-sized homes and are complete to the last carpentry detail. Plumbing, electrical wiring and other such systems will not be put into them, however.

Carpentry Taught
Purpose of the project is to teach the class the various techniques a carpenter would need to know.

The houses are built to a scale of 1 1/2 inches to one foot and stand about three feet high. Since the end of their Christmas vacation most of the students have been completing the roofs and applying siding to their models.

The houses are made of fir, except for the siding, which is sawed out of reletted venetian blind slats of Port Orford cedar.

Koch Gives Fir
All the fir lumber was donated by Walter Koch. About 20 pounds

of nails have been used thus far. They are no. 20 brads, from 1/2 to 3/4 inches in length.

The boys saw tiny shingles from chunks of fir complete even to the necessary taper. About three thousand are required to cover the rafters of each house.

The houses probably will be put on display in Sandy stores when completed this spring, Mr. Frasier said. But interested persons are cordially invited to inspect them in the school's shop.

Public Welcome
"You're more than welcome to come in and watch us work," the instructor said.

The projects can be seen any time between 8:45 a.m. and 4 p.m. Monday through Friday, he added.

Homeless Lilliputians will be given first priority when the houses are offered for rent, Mr. Frasier declared solemnly.

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ITS DURABILITY WAS CHECKED HERE
ITS POWER WAS PROVED HERE
ITS VISIBILITY WAS PROVED HERE

WHEN you see the 1949 Chevrolets, a glance will be enough to tell you they're new—all new—in line and contour, in beauty and style. And when you look inside, and under the hood, and beneath the chassis, you'll see that their newness is not merely in outward appearance, but in design and engineering and construction as well.

But, to a lot of people, the 1949 Chevrolet is already old. They know what it will do, and how exceedingly well it will do it—they know all about its performance, its comfort, its power, safety, durability and economy. They are the engineers and technicians of the General Motors Proving Ground—the largest, most completely equipped, outdoor testing laboratory in the automobile world.

Here, before a single new 1949 Chevrolet went into production, experimental models were tested—made to show you what you possess, in greater measure than ever—all those qualities on which Chevrolet has built its leadership.

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