



OPINION

LETTERS TO THE EDITOR

Bravo, Barrell

I'd like to express my appreciation to Pete Barrell, Community Services Director for the City of Cottage Grove. My understanding is that he wrote the grant that brought the Exploring Human Origins Exhibit from the Smithsonian to Cottage Grove. This traveling exhibit will only stop in 19 locations around the country, and thanks to Pete's efforts, Cottage Grove is one of those places. Having such a display in our library, even for a short time, is a big accomplishment and one that our community should take notice of. Good job and congratulations to Pete, the library staff and everyone else involved in bringing the Smithsonian to Cottage Grove.

Travis Palmer
Executive Director,
Cottage Grove Area Chamber
of Commerce

We have to be on the same side

Ranchers used to be heroes;
now some of our government

and their agencies call them terrorists. What a shame — shame on you. I would say that if you are going to go against your own people, that's a crime. The Bureau of Land Management and other agencies have been forming their own SWAT teams since the current administration has been in the White House, and maybe longer than that. National Guard and police, we have to be on the same side, as we are the people that should push our government back when they go against our Constitution and our religious beliefs.

If you don't think there is a very serious problem in this country with our government, then you too are the problem. Stand together as one; when we stand divided we lose. In the end God wins. If you vote for Bernie or Hillary, then you want more of the same and much worse. Inform yourself, educate yourself before you vote. Both parties are not what they used to be. They are socialist and worse.

Mike Ritter
Cottage Grove



Offbeat Oregon History

Benton County lad became the 'Nicola Tesla of Oregon'

BY FINN J.D. JOHN
For the Sentinel

Almost everyone has seen the gripping footage of the great zeppelin Hindenburg falling flaming out of the gray skies of New Jersey in 1937, crushing as it fell the dreams of everyone who had hoped to see airships developed as a regular means of travel.

But most people don't realize the reason for the Hindenburg's fiery destruction wasn't the hydrogen with which it was filled — or, rather, not entirely so. Whether the fatal fire was sparked by burning hydrogen or not, the airship would not have exploded as it did — and, indeed, might not have been destroyed at all — if its fabric skin had not been vulnerable to fire.

In other words, if the Hindenburg had been built entirely of metal, it

probably would not have gone down like it did. In fact, it might never have gone down at all.

But, of course, Led Zeppelin jokes aside, who's ever heard of an all-metal airship?

Well — 12 years before the Hindenburg disaster put an end to the era of luxury airship travel, an Oregon inventor filed for a patent on one. And as the "Roaring Twenties" drew to a close, he was making plans to revolutionize the industry — with an all-aluminum airship called the City of Glendale.

His plans didn't fail nearly as catastrophically as did the Hindenburg, but they did fail. A combination of a major engineering oversight and the onset of the Great Depression left his dreams of an airship empire, and his fortune, in ruins. And the Zeppelin company never got the chance — as it might otherwise have done — to li-

cense his patents when it built the ill-fated LZ-129 Hindenburg.

Here's the story: Thomas Benton Slate was born in the tiny hamlet of Tangent, near the Calapooia River in western Linn County, and raised in the almost-astinty hamlet of Alsea, tucked into the Coast Range west of Corvallis.

During the First World War, Slate's engineering skills were pressed into service in designing aircraft technology for the Allies; it was a time he later referred to as "the highlight of my inventive career."

That, as you'll soon see, was saying something. Thomas B. Slate was, in many ways, Oregon's own Nicola Tesla.

After the war, Slate built what may have actually been the world's first motor home: a large box perched on the spindly, sagging chassis of a Ford TT one-ton truck. He called it a "Housecar," and in it, he and his family sallied forth for a cross-country road trip.

In the early 1920s, Slate moved out to the East Coast, where he founded a company called "DryIce." The invest-

erate tinkerer had developed a cost-effective method for making frozen carbon dioxide — dry ice — and, after making the rounds of investors and gathering together the necessary backing, he'd gone into business.

That business, as you've no doubt gathered, was a big success, as evidenced by the fact that the name of Slate's company is our generic term for CO2 ice today. When Slate sold out and came back to the West Coast, he was a wealthy man. And he was ready to put some of his most radical and imaginative ideas to the test: ideas that had developed out of those short, productive years as an aeronautical engineer during the Great War.

Slate settled with his family in the city of Glendale, Calif., and, with his brothers Grover and Frank, went into business as the Slate Aircraft Co. The new outfit leased a piece of land at the Glendale Airport and got busy bringing Slate's most outré, futuristic visions into concrete reality there.

Slate had, in his mind and in the four patents that he'd filed, completely re-imagined airship travel. The way he saw it, airships as they existed in the

early 1920s had several severe limitations, which would, he felt, keep them from ever becoming commercially viable:

First, they were full of hydrogen, an explosive gas. This could be remedied by filling them with helium, which was inert; but helium wasn't nearly as buoyant, and it was terrifically expensive — far too expensive to be used commercially in airships.

Secondly, they required enormous ground infrastructure — mooring masts hundreds of feet tall and built strong enough to be reefed on, refueling apparatus, veritable armies of men who had to run about catching hold of ground lines and securing them to winches and guiding their landing approach.

The third problem that Slate saw with 1920s airships was their vulnerability to heavy weather. It took only a relatively minor storm to turn an airship journey from the lap of luxury into the most terrifying experience this side of an ocean liner in a hurricane.

Slate thought he had an answer to

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Do vegetables lose nutritional value when we cook them?

BY JOEL FUHRMAN, MD
For the Sentinel

Every day, we should eat a combination of raw and cooked vegetables, because the effects of cooking are different depending on which nutrients we're talking about.

Cooking modifies the physical and chemical properties of foods. It causes degradation or leaching of certain nutrients and phytochemicals, but also softens cell walls and other food matrix components, facilitating the extraction and absorption of

others.

Many nutrients are damaged by heat, light or oxygen. Vitamin C appears to be the nutrient most vulnerable to cooking; about 30 percent of vitamin C in leafy greens is destroyed by cooking (if cooking water is consumed, as in cooking a soup). Other nutrients degraded by heat are folate, other B vitamins, and phenol antioxidants. Minerals and fat-soluble vitamins (A, D, E, and K) are more stable in heated conditions.

Cruciferous vegetables contain valuable nutrients called

glucosinolates, which are converted to cancer-fighting isothiocyanates (ITCs) when the plant cells are broken up by chopping or chewing. Importantly, heat inactivates the enzyme (myrosinase) that drives this conversion, so chopping (preferably blending) these vegetables before cooking them is important. Blending the raw greens and then adding them to a soup of stew is most conserving of ITCs. After that, steaming—compared to stir-frying, boiling and microwaving—resulted in the smallest glucosinolate losses in broccoli, but the less it is cooked the better. Remember though that the myrosinase is deactivated by heat, so in order to produce more isothiocyanates from the remaining glucosinolates after cooking, eat some raw cruciferous with that meal or add some raw cruciferous (such as shredded cabbage) to the cooked greens.

Carotenoids, such as alpha-carotene, beta-carotene and lycopene are not only heat stable but actually more absorbable once foods are cooked. Carotenoids are inside the plant cells, embedded in the matrix of the food, and some of the cellular structure must be mechanically disrupted (such as by blending

or heating) to make the carotenoids extractable by the digestive system. Vitamin E fractions from plant foods have also been reported to be more bioaccessible after heating. A study on raw foodists found that lycopene status was low without eating any cooked foods. Fat intake in that study was associated with better plasma carotenoid status—adding fat is a way to improve carotenoid absorption from raw vegetables. One study measured alpha-carotene, beta-carotene and lycopene in the blood after subjects ate salads topped with fat-free dressing, or dressings containing either six or 28 grams of fat. Carotenoid absorption was negligible from the salad with fat-free dressing and high from the fat-containing dressings. Salad dressings made by blending nuts and seeds (instead of using oil) are the healthiest.

Some nutrient loss occurs when fresh foods are stored. Produce that has been shipped a long distance will likely have less nutritional value than the same produce bought locally. Frozen vegetables do have lower levels of vitamin C, thiamin, riboflavin and niacin loss due to the blanching step of the freezing process. However, once the

food is frozen, nutrient losses due to storage slow down substantially. Plus, frozen vegetables are picked fresh and frozen soon after, preserving a large proportion of the nutrients. For frozen fruits, there is minimal loss of polyphenol antioxidants (such as flavonoids) because fruits are not blanched before they are frozen.

Sometimes nutrients are not destroyed by heat but can be lost in the cooking water if boiling or steaming—this is why soups are a good cooking method for vegetables, as long as the vegetables are not overcooked. Remember to avoid high-heat dry cooking and browning to prevent the formation of acrylamide—a possible carcinogen formed in cooked starchy foods. A good general guideline to maximize nutrient quantity and variety is to eat a large variety of raw and gently cooked vegetables—large daily salads plus vegetable-bean soups or stews, or vegetables cooked in a wok with water or steamed for only 10 minutes.

Remember—Eat a large green salad, containing a variety of raw vegetables, with a nut and seed based dressing at least once a day.

Suggested healthy cooking methods for vegetables

Steam greens in a wok alternating covering and stirring.

Steam greens in a steamer for 10 minutes or less

Halve artichokes up the middle and steam for 18–20 minutes

Boil sweet potatoes, cook carrots and parsnips in soups and stews

Bake hard squashes at a low oven temperature (325° F) for one hour

Wok or steam mushrooms, or add to soups and stews

Puree raw cruciferous greens, shallots and onions before adding to soups and stews

Dr. Fuhrman is a #1 New York Times best-selling author and a family physician specializing in lifestyle and nutritional medicine. Visit his informative website at DrFuhrman.com. Submit your questions and comments about this column directly to newsquestions@drfuhrman.com.

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Personal attacks and name calling in response to letters are uncalled for and unnecessary.

If you would like to submit an opinion piece, Another View must be no longer than 600 words.

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