

The Sentinel

A GOOD PAPER IN A GOOD TOWN

H. A. YOUNG and M. D. GRIMES
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GERMANY STILL WHINING

While agreeing in the main with J. J. Handsaker's talk on the efforts to accomplish world disarmament, the Sentinel has no sympathy with the idea that Germany is in a pitiable condition and needs the help of the world. That country's whining claims every few months that the paying of reparations means economic disaster is so utterly different from the cocksureness with which they started out to conquer Europe that it would be laughable, were it not so contemptible.

Germany knew nothing of the ravages of war in its own territory. The depredations were all committed in France and Belgium and when the Allies were prepared to give the Germans a dose of their own medicine they quit, cold.

And now they think of reparations as tribute.

Germany has not paid one cent so far out of their own resources. All that country has paid is out of the funds which bankers and wealthy institutions in the United States have so foolishly loaned to Germany, and now it appears to be doubtful that even these debts will be paid.

And the suggestion that the German nation will go red, or bolshevik, or communist, if the government does not repudiate its reparation and debt payment is all a part of the German propaganda campaign to weasel on paying for the losses it inflicted on its neighbors.

We would not favor war as an attempt to collect from Germany what it so justly owes for all the world misery it caused, but we do object to holding that nation up as an object of world sympathy. They never have and never will receive the punishment they deserved, and most thinking people believe now, as they did when the armistice was signed, that hostilities should have been carried into the German country, so that they might have realized what their neighbors suffered when Germany had the upper hand during the first years of the war.

For a good understanding of the German whining attitude the reading of a pamphlet, "Other People's Money," by Garet Garrett, is recommended.

WOULD SERIOUSLY HANDICAP

While all taxpayers will agree that the idea of forbidding the use of state-owned cars by employees for pleasure purposes is an excellent move by the state board of control, and one which should be rigidly enforced, with exceptions. And we look for an early order rescinding that part of the edict, as far as the game law enforcement division of the state police is concerned.

Taking the local game warden as an example, the greater part of their work is necessarily done after five o'clock during the duck season; spot-lighting of deer is only done at night; and a great deal of their work comes between the hours of 5 p. m. and 8 a. m. To require them to pay the expenses of their trips at these forbidden hours is not conducive to game law enforcement.

And with the funds, with which game wardens' salaries and expenses are paid coming from sportsmen who take out fishing and hunting licenses, and who want the wardens to see that the law is enforced, it is creating an unfavorable attitude on their part toward support of the game commission program.

It is probable that the order will be modified.

BIGGEST TAX OF ALL

The year book of the League of Nations shows what the world's leading countries spent on armament last year—not less than \$4,158,000,000, divided as follows:

United States	\$707,425,000
Soviet Union	578,943,000
France	466,980,000
Great Britain	465,255,000
Italy	248,946,000
Japan	236,861,000
India	211,587,000

Germany	171,923,000
Spain	112,583,000
China	94,291,000
Poland	92,873,000

The quickest and surest way to bring back world-wide prosperity would be to scrap, or to greatly reduce the war business. News letter from Washington, D. C.



Prospects for a scandal at the state institution for feeble-minded have apparently vanished into thin air with the announcement by State Treasurer Holman that charges of cruel and inhuman treatment in the care of inmates at the institution were without foundation in fact.

In a report to the state treasurer, Dr. R. D. Byrd, superintendent of the institution, declares that corporal punishment is not tolerated, and punishment of the inmates is limited to loss of privileges such as attending picture shows or dances. Straght jackets are not used at the institution, Dr. Byrd declares. The nearest thing to a device of this kind to be found at the institution is a camisole of blue denim with loose sleeves which is sometimes used to protect the patients from themselves as well as to keep them from injuring other patients. Daily inspections are made by the matron and supervisor to guard against neglect or abuse of inmates.

Sale of additional bonds to meet the increasing demands for unemployment relief will be urged by J. M. Devers, executive secretary of the governor's unemployment relief committee, at the meeting of the state highway commission in Portland Thursday. Unless some action is taken by the state to meet the situation the counties should be notified of the state's inability to extend aid in the present emergency Devers declares.

Speculation here is that Governor Meier will interfere in the feud between Max Gehlar, state director of agriculture, and Mrs. Ella Schultz Wilson in order to save Mrs. Wilson's job. Gehlar as "czar" and responsible head of the state fair has let it be known that he did not propose to retain Mrs. Wilson as manager of the fair after the expiration of her present contract on January 15. Responsibility for deficits piled up by the last two fairs is blamed by Gehlar on policies followed by the old management and especially on the night horse show which has been an expensive attraction with very little response on the part of visitors to the big agricultural exposition.

Savings in excess of \$75,000 in the administrative expenses of the State Industrial Accident commission during the past nine months are shown in a report filed by the commission with the governor.

There are approximately 700 fewer automobiles in operation in Coos county this year than there were a year ago. Registrations of passenger cars from Coos county as of December 31 totaled 5951 compared to 6642 at the same time last year, according to figures compiled by Secretary of State Hoss. Registration of trucks and trailers at the half period, however, show a net gain of ten, totalling 631 compared to 621 a year ago, while the county's motorcycle population has gained from 16 to 22. Registration of chauffeurs in Coos county shows a gain from 280 of a year ago to 349 at the present time but there are only 20 licensed automobile dealers in the county compared to 22 a year ago. Registration receipts from Coos county for the six-month period show a loss of more than \$13,000 compared with those for the same period in 1930. Fees from all registrations from Coos county for the period from July 1, to December 31, 1931, totalled \$159,134.81 compared to \$172,497.48 a year ago.

Proportionate decreases in motor vehicle registrations and registration fees are shown from every other county in the state with the result that collections in the motor vehicle registration department for the six-month period ending December 31 fell nearly \$300,000 short of those for the same period in 1930. Registration receipts for the half year just ended totalled \$5,893,639.54 compared to \$6,192,386.58 for the 1930 period.

The automobile population of the state as of December 31, last, was only 219,103 compared to 233,103 last year. Truck registrations in the same period fell from 23,387 to 22,950 and motorcycle registrations dropped from a total of 1897 a year ago to 1259 at this time.

In the distribution of \$40,954.54 in automobile registration fees among the 36 counties, just announced by Secretary of State Hoss Coos county received \$1,285.18 as her share. The apportionment was based on each county's contribution to the total amount paid into the registration de-

partment during the quarter ending December 31. The counties received one-third of the net receipts for the quarter, the other two-thirds or \$81,909.09 going to the state highway fund. In addition to this amount Coos county also received \$391.93 as its share in the distribution of \$12,489.99 in motor transportation funds for the quarter just ended.

The state board of control has ordered a survey of all state institutions to determine their needs in the way of new buildings, equipment and additional lands during the next ten years. The survey was authorized by the last legislature and the information will be available for the next session of the law makers. Expense of the survey will be limited to \$500.

Joy riding at the expense of the state is to be stopped if the board of control can stop it. Under an order issued by the board this week operation of state-owned automobiles after work hours, on Saturday afternoons or on holidays, except in emergency cases, will be forbidden. Violation of this order will subject the employee to dismissal.

Furthermore the rate of pay for the use of privately owned automobiles on state business has been reduced from six cents a mile to five cents a mile and the use of privately owned vehicles as well as state-owned vehicles will be discouraged when train or stage service is available.

In order to enforce these orders and to correct other abuses which exist in the use of state-owned automobiles, the board has employed W. W. Ridehalgh as "official snooper." Ridehalgh, who has just completed an investigation of the state's transportation problem for State Treasurer Holman, will devote his entire time to checking up on the use of state-owned cars—and predictions are that he is going to be kept plenty busy.

This latest economy move was introduced to the board of control in a resolution sponsored by State Treasurer Holman. It was supported by both of the other members of the board although Hoss objected to it as impractical and unworkable.

Not to be outdone by Holman in matters of economy Hoss has come to the front with the suggestion that telephone services to the numerous departments housed in the four buildings comprising the capitol group be handled through a central switchboard. Hoss figures that in this way 80 trunk lines now serving these buildings could be reduced from 20 to 25 and the state's telephone bill proportionately reduced except that such an arrangement would necessitate the employment of one or two girls to operate the switchboard. At any rate the general public would have only one phone number to remember in calling for a state department. The girls at the switchboard could be depended on to plug in for the right party.

The state, unlike the private individual, is not greatly inconvenienced financially by the business depression. Whenever it becomes necessary to borrow money all that is necessary is to reach into another pocket and when repayment of the loan becomes necessary there are still other pockets available. Just this week the state repaid \$30,000 on the loan fund from the Industrial Accident commission through which the new office building was financed a few years ago. This repayment was made possible through so-called rentals charged to departments occupying the new building. While the rentals cover the loan they also sidetrack just that much from the general fund.

The proposed state-owned power plant, authorized by the last legislature and which has made little if any progress toward materialization, has been brought to public attention again through action of the board of control in employing an engineer to make a survey of the state's electricity consumption for light and power purposes. The board's action was based upon the recommendation of Senator W. H. Burke, of Yamhill county, who sponsored the power plant bill in the legislature. Senator Burke's proposal involves construction of a plant of sufficient size to supply the needs of all state buildings and institutions located in or near Salem. The bill authorizing the construction of such a plant made no appropriation to cover the cost of the project but authorized the board of control to finance the plant through savings to be made in the cost of electricity.

R. A. Easton's Weekly Letter

We were at the depot in Eugene the day the train came in last week bringing the three round-the-world debating students of the University back from their cruise. It seems these students, Wilson, Pfaff and Miller, made fine personal records individually and collectively on their 35,000-mile trip. At the reception given them at the depot where the University band, hundreds of students, professors and

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BEANS

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residents gathered to do honor to these returned "ambassadors of the University," it was evident that there was no question in this welcoming mind but that these young men had made good and the seven months' trip had been a profitable investment not only for the three young men but for the University as well.

That there may be no mistake in the minds of taxpayers as to who paid the bills for this trip, I have inquired as to the sources of the cash supply and have found them to be as follows: from the families, from service clubs, and guarantees from other schools. Not one dollar of the total cash of about \$5,000 came out of the University funds.

The "guarantee from other schools" means that is what they received from schools in New Zealand, Australia, India, Philippines, China, Japan and the Hawaiian Islands. Various subjects were debated and the record

shows that these young men were good losers as well as good winners in the debates.

That which puzzles me is how these boys could have traveled 35,000 miles, lived for seven months in foreign lands, come back wearing good clothes at a total cost of \$5,000 for the three.

The boys made a good record: They honored themselves, they honored the University of Oregon, they honored the state of Oregon, and in so doing they honored their home land, the United States of America.

R. A. Easton.

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