



Mr. and Mrs. Pearl Goodrich, who celebrated their golden wedding anniversary June 10, were honored at an open house held June 15 at the home of Mrs. and Mrs. Charles Strayer, 2587 Merriman road. They have lived in Medford 14 years.

### Open House Honors Couple On Fiftieth Anniversary

Mr. and Mrs. Pearl Goodrich, 2412 Spring street, were honored June 15 with an open house at the home of Mr. and Mrs. Charles Strayer, 2587 Merriman road. The occasion was the 50th wedding anniversary of Mr. and Mrs. Goodrich.

Mr. and Mrs. Goodrich were married June 10, 1908 in Racine county, Wis., and lived in Regina, Saskatchewan, prior to moving to Medford 14 years ago.

Approximately 50 guests attended the open house. Punch and a wedding cake, baked by a daughter of the honored couple, Mrs. L. E. Cornell, were served.

Assisting with the serving were Mrs. Walter Ray, Mrs. R. Pence, and Mrs. Golda Ditch. Mrs. Irene Bryant, sister of Mrs. Strayer, was in charge of the guest book.

Out of town guests attending included Mr. and Mrs. Earl Goodrich, son and daughter-in-law, and children, Tanya, Paula, Judith and Jimmy, Salt Lake City, Utah, had visited here earlier in the week.

### Housewife Decides What Crops Raised On Nation's Farms

Fargo, N. D. —(UPI)—The housewife decides what the nation's farmers produce, says an economics expert at North Dakota State college.

Consumer demand, shaped by housewife-buyers, has changed considerably during the past 10 years because of lower prices, rising income, and technological progress, the expert said.

As a result, consumption of potatoes, wheat flour, pork, eggs, milk, butter and lard have decreased in the past decade. But women have bought more frozen foods, turkeys and chickens, he added.

Protect the finish on the cabinet leaf of the sewing machine by letting the motor cool before putting it away.

## Potpourri

If any of today's material about the new Old Timers' club, or their cars, or early history of the automobile, is wrong, it's probably Potpourri's fault. All we know about cars, old or new, is that they cost lots of money to own and operate but that we couldn't live in this modern world without one. We've been driving for years without ever having so much as changed a tire or poured water in a radiator. When anything goes wrong, we holler for pappy or the service station man.

However, we did find that the history of the automobile is fascinating, and so are the early-day cars. During the last two weeks we've talked "old car" with several men who own them, and read through two books and two issues of magazines. One of the books was in pappy's library, and though it had been there for three or four years, we'd never taken time to look at it. It is "A Pictorial History of the Automobile" by Philip Van Doren Stern, and utterly fascinating.

Equally absorbing is "Henry's Wonderful Model T," by Floyd Clymer, loaned to us by the Jack Milhoans. In the Stern book we learned, for instance, that 42 automobile firms manufactured cars in America before 1900; of that number, only three are still making automobiles. They are Autocar (which makes trucks), Oldsmobile and Packard. Henry Ford built experimental cars before 1900, but was not producing cars commercially, Stern says.

The automobile was no longer a curiosity in 1900, but many persons thought they would never replace the horse. Colonel Henry Watterson, editor of the Courier-Journal in Louisville, Ky., was quoted as saying "Kentuckians need not fear this new machine of locomotion; if it should replace the horse, it will be but for a time."

Little did he know that Henry Ford and other manufacturers would put America on wheels and that by 1958, the automobile industry would be so large a factor in the nation's economy that its state of health is of vital concern to the highest governmental officials.

How did the automobile get its name? As early as the 1890's, some were wondering what to call the new means of transportation, and while "horseless carriage" was common, most realized that this was inadequate. Stern relates that while the first American automobile race was being planned in 1895, H. H. Kohlsaat, owner of the Chicago Times-Herald, sponsoring firm, ran a contest to establish a definite name for the new vehicles. Thousands of entries poured in, and the prize of \$500 was divided between three people all of whom had suggested the word "motorcycle." It was an unsuccessful name, and soon died.

Other names proposed were quadricycle, autobot, autocar, autocycle, auto, automotor, autopower, motor wagon, buckmobile, farmobile, gasmobile, lancarmobile, ottomobile, buggyaut, petrocarr, trundler, and so on.

Terminology differs from country to country, even today. The British call a sedan a saloon, the luggage compartment is a boot, the hood is a bonnet, fenders are called wings, a horn is a tooter and the windshield is a windscreen. Gasoline, Stern reminds us, is called petrol in England and a gallon is one-fifth larger than in America.

Most of this material was new to Potpourri, but we weren't entirely ignorant about cars, since we sort of grew up with them. The first ride we can really remember was in a Model T Ford touring car and was taken with other members of a Sunday school class. The teacher took on the ride all those in the class who had not missed a Sunday during the entire year.

During our college days many men students owned Model T's which were more or less wrecks. The first time we ever met Pappy he was driving one of these heaps; the upholstery was entirely gone and a number of folded blankets covered the springs; there was no top, the doors were decorated with his best cougar art work and the motor took as much oil as it did gasoline. But it took us to and from classes, or out into the country to dances and even from Pullman to Yakima when school was out.

As we rode gaily around in the old Model T we gave little thought to the future of the automobile industry, nor did we worry about something which others might have worried about then, and which constitutes a national problem now — the growing number of persons maimed and killed in automobile accidents.

At 6 p.m. Saturday the July Fourth traffic toll stood at 219 deaths.

But perhaps the mania to travel faster and faster is beginning to abate. Members of the Old Timers' club aren't interested primarily in speed, and a recent article in the Wall Street Journal told of one auto firm which isn't experiencing a slump. It manufactures "The Car with the Backward Look" — one which features the latest advances in tiller steering, plywood body work, rubber-bulb klaxon horn and a one-cylinder gasoline motor. The car, in appearance, is an almost exact replica of the 1901 Oldsmobile.

It is manufactured by the American Air Products corporation — a sizable firm which also makes such diverse products as soup containers and bomb release mechanisms — which decided that the chromeless and finless Olds "which sold like sixty in Teddy Roosevelt's time might make a comeback. The cars chug along at 35 miles an hour, get nearly 65 miles to the gallon. Fifteen have been sold, another 50 are in the process of manufacture and the firm has received about 200 requests, many from persons with check in hand. They sell at \$1200.

And the firm already has a competitor in the Starts Manufacturing company which is rushing out a smaller version to sell for \$895 — unencumbered by a reverse gear. The Journal reports only one disturbing report — a Los Angeles policeman threatened to give traffic tickets to the 1901 Olds owners for "driving without an automobile." —O.S.

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- Western Thrift
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4 speed HiFi Port.	Tan/white	74.95	36.95	54.10
4 speed HiFi Console	Mahog.	149.95	109.95	104.45
<b>COLUMBIA</b>				
4 speed Portable	Asst'd.	31.95	25.49	24.22
4 speed Portable	Grey	39.95	31.28	29.70
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4 speed HiFi Portable	Tan/white	89.95	67.49	63.95
4 speed HiFi Portable w/radio	Asst'd.	99.95	74.95	71.20
4 speed HiFi Portable	Black/white	109.95	82.95	78.80
4 speed HiFi Portable	Gray Tweed	139.95	104.95	99.70
4 speed HiFi Portable	Gray	159.95	119.95	113.95
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