SANDY POST

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"With charity and justice to all and malice toward none."

ORVAL G. BUTLER, Editor and Owner

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WHAT WE WANT IS TIRES!

The charge that the oil companies have deliberately blocked the production of artificial rubber for mercenary reasons is an example of political buck-passing of the worst type.

One of the largest companies recently stated categorically that it "supports and will fight for just one program for synthetic rubber. That is, whatever program the government adopts to give our nation the most rubber in the shortest possible time, from any raw material whatever, and with the least possible drain on vital construction materials." That is the policy of the industry generally.

What has delayed the synthetic rubber program is inexcusable political manhandling. Bureau after bureau has stuck its finger into the pie. The public has been fed one conflicting opinion ofter another.

Only recently has any order come out of the chaos — and only recently has any real start toword solving the problem been made.

Whether the synthetic rubber can best be made from petroleum, grain alcohol or anything else is a chemical problem, not one for politicians to play with. The oil industry, like the rest of the country, wants results. Its interest, like the interest of all of us, lies in getting tires in the shortest possible time, irrespective of the process used to manufacture them.

THE BIGGEST BUSINESS

The recent decision of the war labor board in the "little steel" case should cause of good deal of thinking thruout the country.

The board allowed steel workers a substantial increase in wages, despite the fact that many liberal as well as conservative economists are convinced that higher wages will make adequate price control impossible, and start a potentially disasterous inflationary spiral.

The board then decided in favor of so-called "union security." What that means is that men who are now members of a union cannot resign from it. They must continue as members, and must continue to pay dues, irrespective of their personal opinions and desires.

The question this raises is of immense importance. The labor unions constitute the biggest of the country's "big businesses." Inasmuch as practically all war industries work under the closed shop or the union shop plan, the unions' "take" in initiation fees and dues reaches incredible proportions. Yet this "big business," as distinct from all other "big businesses," is not subject to regulation or public control in any shape, manner or form. No public accounting is made of the receipt or distribution of the vast sums it receives. It is an absolute fact that a small group of union heads has far greater power over the life and death of this nation than any other private group has ever possessed. It is also a fact that no man can go to work in a government-financed war industry which is making the instruments of war on which the entire nation depends for survival, without paying tribute to a union—and without accepting iron-handed dictation from a union.

In short, labor leaders are in the saddle, and they are riding hard. They can ride us straight into dictatorship—with themselves as dictators — until government takes over all labor and all business as in Germany. The tragedy lies with labor in the failure of its leaders to grasp the issues at stake.

—On Pay Day, Buy Bonds—

FREE ENTERPRISE FIGHTS THE WAR

In the view of many authorities, one of the main reasons for the reverses suffered by Hitler in his Russian campaign last winter, was lack of railroad transportation. Hitler had pinned his faith on high ways and trucks as the ideal means of transport, and the government-owned German railways were permitted to deteriorate. Since then, the Germans have no doubt concentrated on rebuilding their railroads.

In this country, luckily, the railroads were never allowed to go downhill. The Post, of Belle Fourche, South Dakota, tells the story well in these words: "Though many leaders in this country believed that the truck and highway were taking the place of the railroad, railroad builders did not let themselves be pulled under by this belief. They continued to repair roadbeds, to construct stronger freight cars and more powerful engines. They concentrated upon safety and speed.

"Then war came to our nation. Oil tankers were sent to the bottom. Fleets of trucks or pipe lines could not carry enough oil to keep the wheels turning. An oil shortage that would retard the war effort threatened. But the railroad lines were still in order—at a peak of efficiency—and down the well-tended rails sped trains of tank cars. The war industries of the nation were kept at full speed because the railroads of the United States had not been allowed to deteriorate.

"The trucks are still necessary, but for the long, fast pull no transportation has taken the place of rails. Free enterprise, which permitted railroads to develop in a time when trucks seemed to be the coming mode of transportation, free enterprise may mean the difference between victory and defeat for Hitler, the dictator."

Think of that next time you see a railroad train. It is as much a part of the war effort as battleships and planes and guns—it is one of the greatest, most dependable military resources the United States possesses. And it is a free private enterprise.

HITLER MUST CHUCKLE

A certain group of public officals seem to be doing everything in their power, knowingly or unknowingly, to produce a future electric power shortage.

That is a severe indictment. But the facts justify it.

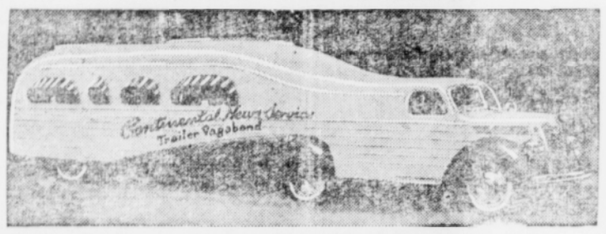
The private electric utilities produce about 85 per cent of the nation's commercially-generated electrity. Electric power is the very heart of the war effort—and expansion of the electric industry to meet increased demand that will come in the future, is vital. Yet a small group of public servants is moving heaven and earth to socialize and destroy private ownership and development of electric power. They are doing that in the face of the fact that a persecuted industry can never be a progressive industry.

A particularly disgraceful example of the rule or ruin tactics recently occurred in Oregon. The Bonneville administration refused to renew a contract under which it sold power to a private company for redistribution to consumers,unless that company agreed to sell its system if and when congress authorizes Bonneville to buy existing utilities. It is now selling power to the company on a day-by-day basis, and it will make no guarantee of continued performance. And so the company and its customers—residential, industrial, and agricultural

(continued on page 4)

IT NEVER FAILS

"TRAILER VAGABOND"



By WARREN BAYLEY

Mackinac Island — Vacation Paradise — The hotel manager was pretty mad. In fact, the hotel manager was hot as a pistol. Outside the sun was shining and the birds were singing in the trees. The first of the summer guests were already arriving—it looked like a banner year. But still the hotel manager sat in his office and fumed. He had just been refused permission to buy a lawn-mower.

This incident actually happened a few years ago here at Mackinac Island. The request was for permission to purchase a power lawnmower and The Mackinac State Park commission refused on the grounds that the noise would disturb the visitors. When, after months of wire pulling, the hotel man did get his power mower, its arrival just doubled the number of gasoline engines on the island. The other runs the fire truck. That's all there is; there isn't any more.

The above incident should explain why I labeled this column, 'vacation paradise'. It is the only resort in the United States that has roads and no automobiles. That makes it different even if it doesn't make it safer. Personally I can think of nothing so dangerous as a fat woman on a bicycle.

Getting down to cases—this Mackinac Island is really quite a place. A considerable portion of the history of the north was made on its tiny acreage. Old Fort Mackinac still stands on the highest point and commands the straits that connects Lake Michigan and Lake Huron. Back in the days when the country was an infant this fort passed from hand to hand like a hot potato. It was surrendered by the British as the last act of the Revolution. It was recaptured by the British in a surprise attack as the first act of the War of 1812. As this surprise attack occured the day before our congress declared war, it shows a bit of Pearl Harbor in the days of long ago. Someday we will discover that getting the jump on our enemy is smart warfare.

Among the present day wonders is a hotel with the longest porch in the world—880 feet. This hotel is also the largest summer hotel in the world—over 5 million cubic feet in size. On the inside is the longest piece of carpet ever made—two full blocks. The original John Jacob Astor trading post also stands in good repair. This post was the foundation of Astor fame and fortune and in its heyday was the meeting place of the north country.

The main mode of transportation is the horse and buggy. An association of owners governs this thriving business of 235 horses and 55 buggies. As the island's winter population of 450 jumps to over 6000 in the summer, it is easy to see why each horse averages 35 miles per day during the season. They spend the winter on the Michigan mainland and in early June are shipped back to the island. They are well fed and shod and incidentally gross their owners over $100,000 a season.

That ain't hay.

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"TRAILER VAGABOND" is sponsored and appears in this paper through the courtesy of the CLACKAMAS COUNTY BANK, Sandy, Oregon.

Ray Hodge came home Saturday from the hospital. We are glad he is so much improved.

Adolph says - -

According to the noted authority on botany, Asa Gray, the sharp projections on rose bushes are not thorns at all, but are "prickles." A thorn is a spine or sharp process of a degenerate branch which is leafless and indurated. The prickles of rose bushes are merely outgrowths of the bark, and do not approach the definition of a thorn, which is something quite different.

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Because W.P.A. funds are no longer available for the public library, the hours have been changed. Mrs. Lois Shearman will be at the library from 2 to 4 p.m. each Thursday and Friday afternoon.

Obituary

E. R. Hannibal, vice president and general manager of the West Coast Telephone company, passed away Wednesday evening, August 5 at his home in Palo Alto, after a lingering illness.

He was born at Salt Lake City, Utah, June 22, 1889, and graduated in engineering from the University of Utah in 1911. He was first employed in 1910 by the Rocky Mountain Bell Telephone company as a student engineer and was soon promoted to supervisory duties.

During the world war he served as captain with the Signal Corps overseas with the 405th Telegraph Battalion, building and maintaining telephone and telegraph plants used by the American Expeditionary Forces. He received a citation from General Pershing for especially meritorious and conspicuous services in the St. Mihiel action.

After the Armistice he returned to the employ of the Mountain States Telephone and Telegraph company as valuation engineer in charge of the valuation of telephone properties in Utah and Idaho. In 1920 he became general superintendent of the Interstate Utilities company at Spokane, Washington, operating telephone properties in eastern Washington and northern Idaho.

In January, 1929, he entered the employ of the West Coast Telephone company as general plant and traffic manager and became vice president and general manager in charge of all operations in 1931.

Among his fraternal and technical society affiliations there is listed an associate membership in the American Institute of Electrical Engineers, the American Legion, and membership in Phi Delta Theta fraternity. He was vice president of the United States Independent Telephone association and has been president of the Washington State Independent Telephone association for the past ten years. He is a past president of the Everett Kiwanis club and past county chairman of the American Red Cross society. He was interested in all civic affairs in general.

He is survived by his wife, Irma Sims Hannibal; a daughter, Irmajean; and two sons, Ray S. and Warren S. Hannibal.

The funeral was held Saturday at Salt Lake City.

U. S. CITIZENS SERVICE CORPS

Millions of men and women of all ages, not heretofore formally identified with Civilian Defense, are offered the opportunity to become affiliated with the U. S. Citizens Service Corps, established under administrative order recently issued by James M. Landis, Director of the U. S. Office of Civilian Defense.

The U. S. Citizens Service Corps will be supervised nationally by the Civilian Mobilization Branch of OCD. Qualifications for membership include completion of prescribed training courses, officially approved by the local defense council, or completion of a prescribed apprenticeship devised by the local Civilian Defense Volunteer Office, or completion of 50 hours of work where no specific training is required in a position approved by the Local Defense Council through its volunteer office. Persons already serving in such positions who have completed the required number of hours are immediately eligible for membership in the U. S. Citizens Service Corps.

Appointment to the U. S. Citizens Service Corps is to be made by the local authorities and each person appointed must take an oath to defend and uphold the Constitution of the United States and to perform all duties to which he is assigned. Members are entitled to a certificate of membership and to wear a newly adopted insigne of the U. S. Citizens Service Corps. Failure to perform duties assigned is grounds for dismissal by the local defense council.

The new insigne for the members of the U. S. Citizens Service Corps, shown above, consist of a red "V" in the center of a white triangle, with a small red "C" and "D" placed on the sides of the "V"; the usual white triangle to be embossed on a circular field of blue.

Members of the U. S. Citizens Service Corps are entitled to wear their insigne either as a lapel button or pin. They are not, however, authorized to use the brassard or arm band which entitle members of the protective services of the U. S. Citizens Defense Corps to be in the streets during a blackout.

STAFF UNIT

Insignia for the unit of the U. S. Citizens Defense Corps, known as the Staff Unit, recently has been authorized in administrative order issued by James M. Landis, Director of the Office of Civilian Defense.

The insignia consists of a blue five-pointed star, centered above the letters "CDC" in red in a white equilateral triangle on a circular field of blue.

The U. S. Citizens Defense Corps is the official designation of the Protective Services in the program of the U. S. Office of Civilian Defense. Members in the Staff Unit include those designated to assist the Commander of the Defense Corps.

Membership in the U. S. Citizens Defense Corps shall be by appointment of local authorities in accordance with regulations prescribed by the Director of the Office of Civilian Defense.

UTILITY REPAIR UNIT

The Utility Repair Unit of the protective services of the U. S. Citizens Defense Corps has been established by administrative order issued by James M. Landis, Director of the U. S. Office of Civilian Defense.

Members of the Utility Repair Units, operating under the command of the U. S. Citizens Defense Corps in each community, will repair water, gas, electric, telephone, steam, and other utility services damaged by air raids or other disaster.

Applicants for Utility Repair Squads who are employed to do repair work for publicly or privately-owned water, gas, electric, or other utilities, may omit all training and instruction courses, but fire defense and gas defense training is recommended.

The insignia of the Utility Repair Squads, shown above, shall consist of pliers, jaws closed, handles downward, in red and on a white triangle within a circular field of blue.

LOCALS

Lucius Hall, 97-year old brother of Mrs. Hartsell and Mrs. Tuttle, is visiting in Sandy from Sutherlin, Oregon. Mr. Hall is the oldest and Mrs. Tuttle the youngest of a family of fifteen children.

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Mr. and Mrs. Wayne Sexton are the parents of a baby boy born Tuesday, August 11th, at the Portland Sanitarium. The new arrival weighed 7 pounds 15 ounces.

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Jerry Johnson and Betty Johnson had their tonsils removed at Dr. Platner's office Sunday, and on Tuesday Dean Hazelwander and Carol Hazelwander underwent tonsillectomies.

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The Estacada Theta Rho girls last week installed officers as follows: Elaine Hayden, president; Donna Lee Hayden, vice president; Joann Somer, secretary, and Bernice Stormer, treasurer.

INSTRUCTORS

The Instructors Unit of the U. S. Citizens Defense Corps, has been established in an administrative order issued by James M. Landis, Director of the U. S. Office of Civilian Defense.

The insignia for Instructors consists of an inverted equilateral triangle, centered above which is a falling bomb, to the left of which is a chemical retort, and to the right of which is a flame in red, within a white triangle in a circular field of blue. The insignia may be used generally but not on arm bands or brassards.

Duties of the Instructors in the U. S. Citizens Defense Corps shall consist of giving courses of training and instruction to units of the Defense Corps, as prescribed from time to time by orders or instructions of the Director. Appointment as instructors shall be restricted to eligible persons who have registered for training and have satisfactorily completed prescribed and approved courses of training or instructions, by the Local Defense Council, on the basis of ability to perform prescribed duties, by the legally authorized appointive authority of any State or community subject to any further rules, regulations, or orders, issued by the Director.

Instructors who are graduates of War Department Civilian Protection Schools may wear the prescribed insignia encircled by a wreath of laurel.

CHAPLAINS

The Chaplains unit of the U. S. Citizens Defense Corps has been established in an administrative order issued by James M. Landis, Director of the U. S. Office of Civilian Defense. This is not one of the protective services but is classed as a related service.

The insignia for the new unit follows that in use by the U. S. armed forces with the addition of the traditional OCD background.

The insignia for the Christian Chaplain is the Latin Cross in red, in a white triangle in a circular field of blue. The insignia for the Jewish Chaplain consists of the six-pointed star centered above "Tables of the Law" in silhouette in red, within a white triangle in a circular field of blue.

Chaplains will administer to the religious and spiritual needs of persons suffering from the effects of air raids or other disaster. They will be appointed by the local authorities upon complying with usual requirements for membership in the U. S. Citizens Defense Corps, except no special training courses are prescribed.

HUCKLEBERRY FINN