

THE HILLSBORO ARGUS

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HILLSBORO, OREGON, JULY 4, 1918

NO. 16

WEST COAST BUILDS 202 SHIPS IN MONTH

Bets of \$10,000 up on Speezy Construction

FLOAT WOOD HULL 40 DAYS
Nearly \$3.60 Per Day, Common Labor, Ship-yards

Oregon, Washington and California build 202 ships in first four months of 1918, aggregating 1,332,896 tons dead weight. This shows value of shipbuilding industry to coast and necessity for measures encouraging to American owned lines as means of perpetuating shipbuilding industry.

No takers have gone on record for bets of \$10,000 each by the Grant Smith-Porter Ship Co., St. Johns, Ore., that it could build hulls faster than any other yard, and by G. M. Standifer Construction Co., Vancouver, Wash., that it could complete wooden ships ahead of all competitors, according to J. W. Hall, Assistant Supervisor of the Wooden Ship Construction Division in the Oregon District. Hall has wagered a dinner that Oregon builders can float a wooden hull in less than 40 days. The Grant Smith-Porter Co. has floated a wooden hull in 30 days.

Albany—Work on new cannery plant completed.

The Dalles—Contract let for 18 blocks of street pavement.

Corvallis—Brown ranch and outfit, 2 miles east, sold for \$50,000.

Oregon City—Work of paving 8 miles Pacific Highway in southern part of Clackamas county to start.

Sutherlin—New sawmill established 6 miles east of here.

Ontario—Ground broken for new water system. May be done in three months.

Dallas—Partial survey shows growth of prune industry in Polk County. Present total 3,320 acres in Italian prunes.

Pendleton—Umatilla is first county to make contract with the state for road maintenance. The terms of contract provide for care of ten mile section of the "Wild Horse road," paved by the state last year.

Portland—Unskilled laborers needed in shipyards. Wage of \$3.57 1/2 per day offered.

Bandon—Negotiations practically closed to secure factory to make starch products from potatoes.

Reedsport—Giant sawmill for Reedsport to be constructed. Shipyards is likely.

Dallas—Dallas Box Factory is doing rushing business.

Eugene—Early construction of railroad by Federal Government from Yaquina Bay, thro Waldport country and its possible extension into Lane county for purpose of reaching valuable spruce tracts, is indicated by presence of surveyors who are working on west coast of Lane county near Heceta Head lighthouse.

Toledo—1500 soldiers working on construction of railroad which U. S. government is building south of Yaquina Bay into Waldport country for purpose of getting out spruce timber.

Arthur B. Flint, of Scholls, was up to the city Saturday.

Henry David, of the Grove, was down Saturday to attend the meeting of prune growers.

F. E. Rowell, of Scholls, was greeting friends in the county seat Saturday.

J. J. Kuratli, of Phillips, was in Friday, visiting with his sons.

Thos. Biornstadt, of Portland, and May Church, Forest Grove, were granted marriage license the last of the week.

Erwin Ritter, of Bethany, was in Saturday. He reports the usual short spring grain crop out his way.

For Sale: Osborne mower, 4 1/2 foot, in good repair—R. O. Prahl 2 1/2 miles northeast of Hillsboro, Oregon. 14-16

Mrs. Jas. Cruikshank is spending a few weeks over at Barview.

Geo. Carter, of Oak Park, was in town Saturday morning.

J. E. Keffer and wife, of West Union, were in town Friday. J. E. says there will be lots of clover seed this fall, with a good stiff market, from present outlook.

R. O. Stevenson, democratic candidate for county judge, was down from his Gales Creek home Saturday, on business.

Edw. Boge, of Farmington, was greeting friends in town Saturday afternoon.

H. C. Pearson, of South Tualatin, was greeting friends in the city the last of the week.

Harry Cook, of Cornelius, was a city caller Saturday. Harry expects to go back to the Alaskan country in a short time.

If you have painting, paper hanging, or work of this kind, be sure and get figures from J. Murrow, Hillsboro, Route 5. Tel. 2678. 15-17

County Clerk Kuratli reports that for June the Clerk's office paid over 400 bounties on moles and gophers. He thinks that the big harvest for the year is now over, altho there will be a few caught from time to time.

Born, at Portland, to Mr. and Mrs. Clarence Smith, July 1, 1918, a son. This is the seventh grandson of Mr. and Mrs. C. F. Smith, of Hillsboro, and C. F. is feeling very proud these days.

The Class One men for Washington County still number over 100 after accounting for the men to go July 5. There will be several left from that call to apply on the next call—July 22—and there will be more than enough to fill the quota. Classifications are being changed every day and Class One are being augmented considerably. It now begins to look as tho there will be enough left for one more call, if it be not too large.

TO THRESHERMEN

Threshermen of Washington County are requested to attend a meeting called by the association on Friday evening, July 12, at 8 o'clock. This meeting will take up matters of vital importance to threshers, working in conjunction with the county agricultural agent. All are urged to attend this important meeting.

WM. HANSON, Chairman. MAX BERG, Secretary.

John C. Miller, of the Arcade district, was down to the city Saturday. J. C. says that he has the best prospects for a prune crop since 1892. He came down to attend the meeting of the prune men at the Hillsboro club rooms.

WILLYS-OVERLAND BIG WAR FACTOR

Manufacturers of the Overland Car in War Work

E. L. PERKINS TELLS HOW

Report Showing Great Production in Air Craft

"News of the most re-assuring nature regarding the progress of a part of the Government's aviation program," says E. L. Perkins, Overland agent, "has just been made public in the form of a report of President John N. Willys, of the Willys-Overland Company, to the company's stockholders. President Willys said in his report:

"Since our last annual meeting, one year ago, the United States has had to adjust itself from peace to war conditions. You will remember, at that meeting, we had been in the war a little over one month. The automobile industry was considerably slowed down by these changed conditions, but recovered rapidly and we had a satisfactory business all through the summer. We immediately offered our entire facilities and its plants to the Government. We believed it was vital and necessary that the Government should have such of these facilities as they required, and to that end we have co-operated in every way possible with its officials and have accepted four large contracts and a number of smaller ones for Government work.

"The first large contract was through our Toronto plant, with the British Government, for 1,000 Sunbeam aeroplane motors. There have been many engineering changes, so that production is just now starting on this motor. A small quantity of these motors have been manufactured and accepted and actual deliveries should come along rapidly.

Aeroplane Motor Plant—"The second largest contract was for 5,000 Curtiss 8-cylinder training motors, for use in training planes at the several cantonments already established in this country. To take care of this contract, three buildings were constructed at Elmira—an assembling plant, testing plant and a take-down and re-assembling plant, so that with these buildings, together with the buildings and equipment already at Elmira when the war began, we believe we have there today the finest aeroplane motor manufacturing and testing plant in the world. We had promised a small number of these motors in November and December, but on account of the unusually severe weather and delays in constructing the new buildings, we did not commence deliveries until January. In March, the original schedule in the contract called for delivery of 700 motors—we delivered in that month 835 motors. In April, the original schedule called for delivery of 800 motors—we delivered in that month 1,003 motors. On April 30th, we were only two weeks behind our contract schedule. On May 15th, we could have exceeded contract schedule had the Government needed these training motors. As they did not require them, we have not speeded up our production, but will deliver, during May and June, according to contract, 1,000 motors each month. We have now delivered over 2,500 of these 5,000 motors, and to my knowledge we have not yet had a single complaint regarding them. We have received large orders for parts for these training motors, on which we are now beginning deliveries from our Elmira plant, and as now have the equipment and tools complete, we will be able to furnish the Government, without delay, all they require in the way of parts for training motors.

Exceed Schedule—"While there has been a great deal of criticism about the delay in the Government's Aero program, we feel that our stockholders should know that, so far as your company is concerned, there has been practically no delay, and as stated before, we could today, if the Government wished, be ahead of our original schedule.

"You will also be interested in learning that, since the meeting a year ago, your company had

purchased a large interest in the Curtiss Aeroplane and Motor Corporation, which, with the help given by your company, we feel sure has been of great assistance to the Government. The Curtiss Company has grown very rapidly. Naturally, in a new industry which has shown such great development as has the manufacture of aeroplanes, there have been a great many problems to overcome. These have been surmounted and the development of the manufacturing organization of the Curtiss Company is being taken care of. Our Vice-President, Mr. J. E. Keffer, is in charge of the Curtiss plant, and the result of his management, I am sure, will show very satisfactorily in the next few months.

"The Curtiss Company, a year ago, was producing at the rate of about \$500,000 per month—today they are running very near \$5,000,000 per month. They have buildings and equipment, which, with increased efficiency in their organization, I believe will be able to produce aircraft approximating something over \$10,000,000 per month before the year is out.

Other War Orders—"The third large order was taken by the Toledo plant for approximately 3,000 gun carriages. We have been busy for several months, making tools and preparing for delivery of these gun carriages, which will begin, with a small number, in June, and increasingly large quantities thereafter monthly. Our equipment is particularly adapted to the building of these gun carriages, and we look forward to satisfying the Government's needs on this order and feel quite certain that our deliveries will be so satisfying that we will be given additional orders.

"The fourth large contract was for machining large size shells. This contract will amount to about \$10,000,000. We have created a special department for this shell business, the same as we have done for the gun carriages and have so placed it in our plant that we will still be able to continue the manufacture of automobiles in reasonable quantities."

PROGRAM FOR TODAY

Morning
10:—Mayor Wall presiding.
Band Concert, Laurel and Iowa Hill Bands.

10:30—Call to order by Mayor Wall.

10:35—Invocation.

10:40—Community Sing, led by Hillsboro Honor Guard Girls.

11:00—Declaration Independence, Rev. Skipworth.

11:05—Address, W. F. Woodward, Portland.

11:50—Star Spangled Banner, United Bands, Chorus and People; pianist, Glen Payne; cornetist, G. Everest.

Afternoon

1:15 to 1:45—Band Concert, G. Everest, Director.

2:15—Laurel and Iowa Hill Bands.

2:35—Community Sing.

2:50—Address Dr. A. B. Patton, Forest Grove.

3:20—Magnificent Tableaux by Eastern Star, Hillsboro Chapter.

7:00—Community Sing.

Things to Remember

Mothers should visit the Child Welfare Exhibit where provision is made to relieve mothers for part of the day—a place where the little ones can be cared for.

Visit the Red Cross headquarters on ground.

Visit the headquarters of the Washington County Patriotic League, in tent, and the Washington County Food Adm.; also County Ag'l. Agent.

For sale: Three year old cow, in milk, fine producer, and will give 40 lbs. daily with proper feeding; also several two year olds, in milk, fine family cows. Reduce the high cost of living—J. W. Bailey, half mile north of Reedville. 14-16

Attorney Wm. G. Hare closed the war stamps campaign at old Greenville, Friday night, and the way he presented the case of the government was masterful.

Seed Potatoes for Sale—In the pit, at 50 cents per 100 lbs.—A. Weisenback, Reedville, near Olinger's Store. 14-16

Earl Luther and wife were visitors here Sunday, making the trip over from Salem in their machine.

F. W. Robertson, of Gaston, was down to Hillsboro Saturday afternoon.

C. CARROLL GATES DEAD IN FRANCE

First Hillsboro Death at the Fighting Front is Reported

GRADUATE OF CITY HIGH

Was Eldest Son of Mr. and Mrs. O. B. Gates, Third & Fir Streets

C. Carroll Gates, eldest son of Mr. and Mrs. Oliver B. Gates, Third & Fir, died June 12, in France, from wounds received in action. The news came to Hillsboro Friday morning as a terrible shock to the parents and community for there had been no press notice of his being wounded.

Carroll Gates was a graduate of Hillsboro High, and when his brother Millard enlisted in B



Company, Third Oregon, in March, a year ago, he at once offered himself to the government service. He was a member of B Company, and was sent to France, after a summer's training in Oregon and Washington, leaving Camp Mills in December. Arriving on the other side he was assigned to the supply department after a few weeks in a rest and training camp. Some time in May he was transferred to Company G, Eighteenth Infantry, Pershing's forces, at the Toul front, in the Alsace sector, and had been in that command but a short time until death came. Gates was quiet, determined and studious as a boy, and was possessed of high ideals as to what a young man owed his country.

The dispatch to Mr. and Mrs. Gates read:

"Regret to inform you that your son, Carroll C. Gates, died June 12 from wounds received in action." It was signed Adj. General McCain.

This was the first death reported in the Hillsboro contingent, and the entire community feels the tragedy of the event. His parents have the sympathy of the entire community as the many expressions on the street affirmed.

His brother Millard was placed in another regiment in the Toul front and whether or not he was with him when he died is not known.

Gates was born in this city. His grandfather, Hon. H. V. Gates, is a veteran of the Civil War, and is interested in many water and light projects in the Northwest. His maternal grandparents are Mr. and Mrs. Rufus Waggener, of Newport, Mr. Waggener having been proprietor of the Hotel Tualatin here for over a quarter of a century.

Carroll Gates was born in Hillsboro, Dec. 31, 1897, and was 20 years of age at his last birthday. He spent his 20th birthday in England, after a stormy trip across. Fuller particulars will come later as it is thought that some of the Hillsboro High boys were brigaded with him in the Eighteenth.

Harry Bissner, son of Mr. and Mrs. Bissner, of South Tualatin, is now in Arkansas, in charge of men at an aero station. He recently married a Dayton, Ohio, girl, and congratulations are in order.

Mrs. Ruth Blair, of Portland, was here the past week, visiting friends and all her many little nieces in the city. Her son, H. T., is still operating a Mergenthaler for the Oregonian.

Mrs. J. W. Goodin, of North Plains, was a city caller the last of the week.

A. Anderson and wife, of Helvetia, were city callers Monday morning.

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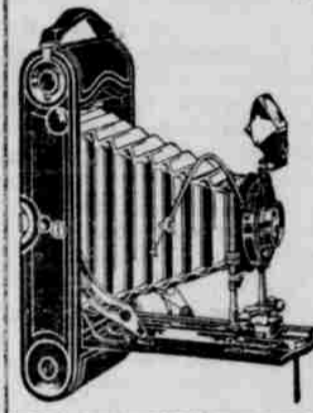
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