Page Eight

Chiefs Elect New Officers

Mountaindale People Signed Up for Electricity

(By Miss Margaret Mathiesen) MOUNTAINDALE—Mrs. James Mathiesen was hostess for the North

Plains Past Chiefs' club with a pot luck dinner and Christmas party Thursday. Officers were elected as follows: Mrs. Earl Hollenbeck, president; Mrs. Fred Gordon, vice-pres-ident; Mrs. Emil Miller, secretary; Mrs. Floyd Raffety, treasurer, and Mrs. James Mathiesen, press correspondent. Two new members, Mrs. A. E. Willis and Mrs. Eliza-

beth Harms, joined the club. Guest were Mrs. Thor Gronbeck of Ver-nonia, Mrs. E. Harms of North Plains and Mrs. A. E. Willis. Mrs. Andy Christener had high score in "500" and Mrs. A. K. Reynolds second. Mrs. Fred Gordon will entertain the club in January.

Mr. and Mrs. Elwood Adkinson and daughter Beverly of Boyd were week-end visitors at the J. L. Van-Domelen home.

Sunday visitors of Mr. and Mrs. Henry Weaver were Mr. and Mrs. R. L. Appleton and Mr. and Mrs. R. E. Hamford and family of Port-land and Mr. and Mrs. S. A. Ap-pleton and daughter Joliene of Beaverton

Hillsboro visited Mr. and Mrs. Otto and unmake basic canditions; rath-C. Voges and family Sunday.

cott of Forest Grove visited Mr. children Sunday.

is spending the Christmas vacation here with her parents, Mr. and Mrs. George Stewart. today there would be no doubt that Mr. Roosevelt would be relect-ed .But as the months tick away,

Thirty-one subscribers have signed up for the electric lights on the tinue to lose strength, particularly ed up for the electric lights on the in the industrial areas. Activities extension line, which will soon be in the industrial areas. Activities extension line, which will soon be less, I question if the rising tide of started from the Mountaindale less, I question if the rising tide of opposition to the new deal will be opposition to the new deal will be opposition to the new deal will be

Mrs. L. H. Peters returned home Sunday morning after a six weeks' visit with relatives in Nebraska. Mrs. Thor Gronbeck of Vernonia that the administration will do spent Thursday at the James Mathi-

Mr. and Mrs. George Stewart and Opal and L. H. Peters and daugh-ter Liela attended a party at the home of Mr. and Mrs. Fred Poe of North Plains Saturday evening in honor of Mr. Poe's birthday. Miss Irene Gardner spent the week-end in Portland with Miss

Maida Slavon. The Misses Marie Raffety and Alma Raffety attended the Christ-

USED CARS Sold - Consigned

1929 Ford Coupe Rumble Seat-Very Good. 1924 Dodge Sedan 1930 Ford Tudor Sedan

mas party at the Buxton grade school Friday evening Miss Bernice Willis of Forest Grove spent the week-end with her mother, Mrs. A. E. Willis. Mr. and Mrs. Earl Hollenbeck and daughter Helen took the fruit from the North Plains Pythian temple to the Pythian home in

Vancouver Wednesday. Mrs. W. K. Arnold returned home Sunday from the Jones hos-

pital. Mrs. Sue Dorland and M. S. Pot-ter of Oswego visited Mr. and Mrs. Henry Weaver Wednesday evening

Robert and Lester Schlegel at tended a Christmas program at the Laurel school Monday evening. Irwin and Fred Schlegel are spending the Christmas holidays Sam Schlegel in Tacoma, Wash

Optimistic View Taken by Babson (Continued from page 1)

ness. In studying this subject recently, I discovered that during the past 16 election years there have been 7 pick-ups, 7 declines and 2 "no changes." This explodes the general theory that business is bound to be bad in an election year. It is foolish to be doubtful about 1936-coming as it does in a vigorous recovery period. Natu

ally political maneuvers will b irritating and upsetting at times But as I have pointed out repeated Mr. and Mrs. Gordon Sahnow of ly, political campaigns do not make er it is basic conditions Mr. and Mrs. Oliver Wescott and make and unmake the campaigns. family of Hillsboro and Paul Wes- This campaign will be a bitter one. Political propaganda and elecnd Mrs. Archie Thompson and hildren Sunday. Miss Opal Stewart of St. Helens If the balloting were to take place the president probably will

strong enough by November engulf the president and rob him of his personal popularity. Barring unforseen events,t he chances are nothing upsetting to business between now and election.

Politics In Saddle

The final session of the present congress begins on January 3 and will probably last five or six months. It will be neither a re-form nor a re-covery session, but rathe a re-election session. Politics will mpletely rule its decisions. Whil it will not be a "rubber stamp congress, party harmony will b stressed and the president will hold the whip-hand on the major issues As the program lines up now, the ost important bills are the veterans' bonus and the neutrality law. With the members casting their

yes nervously toward the election looks as though the veterans can ickly lobby through a cash paypresidential veto. A neutrality bill, prohibiting the

can accomplish at Washington this

HILLSBORO ARGUS, HILLSBORO, OREGON



No. 1-CURVES AND TURNS

To MATTER how expert we may be as drivers, we are all apt to fall into N habits of driving that don't quite measure up to what we really know is right

For instance, we all know that we ought to be careful about passing cars, especially when another car is approaching from the opposite direction. And yet there possibly isn't one of us

who hasn't, at one time or another, moved over in the road to pass a car, and then wondered if we would get around in time. Now here's an interesting thing about that. When we try to pass a car that's going forty miles an hour, it's just the same as if we tried to pass a standing string of cars 126 feet long. In other words, it's like passing *eight* cars parked bumperto-bumper in the road. If we try to pass one going sixty, it's like trying to pass a

WE WANT TO GO

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the road, and sixteen cars in a row will reach half a block. This is probably a new idea to most of us. If we kept it in mind, we would never pass a car unless we were sure that there were no oncoming cars for a good long distance ahead.

But turning aside to pass is not the particular kind of turning that we

are interested in discussing here. What we are now concerned with is taking curves and corners. From time to time in these discussions we will find that the same old laws of Nature will be involved. Fore-most among them will be the laws of momentum, and momentum plays the major part in going around curves. Because momentum not only wants to keep us going, but going in the same direction. When it is trying to make us go straight instead of curving our course, it operates under an assumed name, if you please. For then we call it "centrifugal force."

Now of course we all know what centrifugal force is. We feel it when we go around curves. Highways and railroads are banked at curves to offset centrifu-

gal force. Aviators bank their planes at turns by tip-ping them with the controls. But even though we all know about centrifugal force, few of us realize how powerful it is, and how much greater it gets the

faster we go. A 3000-pound car making a turn of 500-foot radius, has to overcome a centrifugal force of only about 156 pounds at 20 miles an hour. But at 30 miles an hour, that force has grown to 360 pounds, and at

60 it is nine times as great as at 20 . . . over fourteen hundred pounds trying its best to push us off the road! The only thing that keeps us on the road in the first place is the friction between our tires and the road. The minute the centrifugal force gets stronger than the force of that friction, off the road we go.

The trouble is that we often don't realize how fast we're going. On road trips, for instance, after we we're going. On road trips, for instance, after we have driven at a certain speed for a long time, it seems a small matter to increase our speed a few miles an hour. Then after a while we may do the same thing again. In other words, we keep putting forward our basis of comparison till by-and-by we have been used seems of how fast we are soing have lost our usual sense of how fast we are going. Then, the first thing we know, we are face-to-face with a turn or even half way around it and we feel Old Man Centrifugal Force trying to push us off the road.

So what do we do? We clamp down the brakes. It's the only thing we can do when we find we're going too fast. But just the same, approaching that corner too fast has kept us from taking it as we should have liked to. For if conditions permit, it is often desirable to increase speed as we go around a curve. As long as our rear wheels are not being retarded, but are actually pushing us around the curve, our steering is effective and our car is under control

" The long and short of it is that we can't take liberties with the laws of momentum and centrifugal force. Man's speed laws may not always be observed, but Nature's speed laws always are!

likely to back off during 1936. I per cent). Monthly electricity and uickly lobby through a cash pay-nent, or equivalent, even over a products. The cycle of livestock er, but fuel bills (coal, coke, and stimulate other industries, particu larly raw and fabricated metals such as the coppers and steel. Farm production is once again upward oil) will be more burdensome. tool, industrial machinery, and of-

other industries. The concrete re-

sult will be more jobs, fatter pay

lacking any stiff increase in living

skilled labor as yet, I have no fears

industry next year. By next Chris mas, industrial employment and

factory payrolls should stand at new peak for the recovery period-roughly 10 per cent above the 1935

level. One feature of the comin

twelve months from a labor stand

point will be the demand for, and

premiums commanded by, skilled workers. All factors point to a

marked improvement in purchasing

Further Farm Recovery

Buying power in farm sec

power in industrial area

of prolonged tie-ups in any

A neutrality bill, prohibiting the export of munitions and saddling heavy taxes on war profits, will be the year. The year the probably soften during the year the probably soften during the year the ye heavy taxes on war profits, will be passed. The Townsend movement is gaining strength daily but what it can accomplish at Washington this year is a question mark. Congress it is a poor policy to make any the number of people returning to may steal some of the Townsend- dogmatic forecasts at this season. work will be one of the highlights may steal some of the founder dogmatic forecasts at this season. ites' thunder by upping the per capita payments under the new social security act. If the supreme court okays the Guffey Coal act, similar measures covering other in-

by next December.

ve a year ago, will show no look by industries is fundamentally startling mark-ups during 1936. In- sound. For the past two years govern-between two years govern-9 per cent. Now, as we stand on the threshold of 1936 we are only stallment buying, aided by lower orrying charges, will be very brisk. Quality goods will move betbrisk, quality goods will move bet-ter than they have in recent years. One of the bright spots of the re-cent holiday season was the good call for luxury merchandise and this trend will be even more notice-ble next year. So gilt-edge securities have prob- thirties will be fading into memory

A Selling Year If ever there was a time to get hem ahead, it is now. Sales man-merers and salesmen alike can ex-Bo gilt-edge securities have prob-ably now reached a ceiling. The day is coming—probably not during 1936, however—when the price of high-grade bonds will decline as money rates advance. Medium and Bureau Bureau behind sales campaigns and drive them ahead, it is now. Sales man-agers and salesmen alike can ex-agers and salesmen alike can expect fine rewards next year for second grade issues-more dependpeople are in a buying mood. I ad-vise fixing sales quotas 10 per cent as a minimum above the 1935 level. continue to own a back-log of good continue to own a back-log of good bonds for the foreign outlook is In some lines and territories cal-culations should be scaled upward even more because selling will be very profitable in 1936. Linage totals will continue the rise which totals will continue the rise which

Canadian Treaty Hopeful began in 1933 and advertising man-The foreign problem has troubled agers should figure on at least a me greatly for the past two years. 10 per cent gain over the 1935 lev- I cannot picture any extended per-The best gains will be shown iod of domestic prosperity unless

the rural areas during the early there is a general recovery over nonths. Seas. The core of the trouble has Farm regions appear to me as the been a mad desire for self-suffici best selling territories. They have been the most favorable sales areas able trade barriers. The recent Uni for the past eighteen months. How-ever, urban centers are due for a come-back and they may have the marks the first real move toward edge by next December. The best trade restoration in a decade. advice, I can give it to spread you; believe it will aid the business advertising risk geographically, both nations to a marked degree keeping in mind that the Pacific next year. In fact, I look for an increase of 10 to 20 per cent in fact, and the southern states foreign trade in 1936 with the will give you the best return as gains well distributed on both the the year opens. Most important of import and export sides of the all, be sure that your selling meth- ledger.

an, be sure that your setting mether redget. ods are in step with the times. New ideas, fresh copy, attractive displays—and delivery of the goods —decide whether or not you will whether the profits of your com-pany will keep pace with the genil improvement in earnings. opian dispute will not lead to

major war in 1936. The econd Bull Market Not Over The huge increase in industrial crisis in France, Holland, and Swi profits and the steady advance in zerland will result in currency d dividend payments have been very valuation sooner or later-provaluation sooner or later-prol much in the 1935 spotlight. The same will be true in coming months. As a rough estimate, I should say that profits would swell chances of a real business revive by about 25 per cent. That is the principal reason why I am not worried over the sharp rise in all nations. At present writing, Latin America, South Africa, Can-ada, Australia, the Near East, and worried over the sharp rise in prices since last March. My basic Scandinavia would seem to offer sition on stocks is that a buil the best markets in early 1936.

market began in July, 1932, and that the long-pull upward swing Conclusion So now in retrospect: This is the has not yet culminated. Despite any temporary unsettlement, the trend third December since recovery in, but I can safely say that it next year will be upward. As to the first year-end when the majo ity of people admit that busi the extent of the rise, it is imhas shown marked progress. Bac ossible to make a definite forecast. in 1933 a consumer goods boos gave us the first boost from th lthough I would be surprised if it were less than 10 per cent. depths-10 per cent; in 1934 we er Within this broad pattern there are a number of industries whose joyed another advance as the au mobile industry pushed us upwar percentage gains will be better-than-average from here on. Those 8 per cent; this past year, the heavy

ups connected with the heavy A GAR DESIGN A STATE OF COMPANY AND ndustries, as distinguished from hose doing a consumers' business look best to me. Building compani-will reflect the big improvement i construction activity. They wi USED CAR

BUYERS! Buy at your own price!

S

We have a car for everyone and at a

tion will easily top this year's output of 4,135,000 cars, lifting access BARGAIN Utilities and Rails Other groups do not have quite optomistic outlook,

price that cannot fail to alplease - Stock must be new year. However, as volume losses. Mail order and chemical cleared by Jan. 1, 1936. picks up in these lines, activity will be stimulated in hundreds of and durable goods tonnage but the 1930 Studebaker Sedan higher operating costs will prevent envelopes, and higher wage rates satisfactory earnings. Dairy, foods 1928 Chevrolet Coach grocery chains, meat packing, coal, 1929 Chevrolet Coach The news in 1936 will probably headline more strikes than during the period just closed. However, 1931 Chevrolet Coach 1927 Buick Sedan power industry has a great future. 1927 Nash Cabriolet 1930 Chevrolet Coupe 1926 Cadillac Sedan 1930 Durant Sedan 1932 Plymouth Coupe 1929 Durant Coach 1927 Olds Coach 1927 Hudson Coach 1932 Ford Coupe 1929 Oakland Sedan 1927 Essex Sedan 1927 Buick Coupe 1927 Pontiac Coupe 1927 Olds Coupe 1925 Olds Touring

1925 Ford Pickup

1929 Chevrolet Sedan

1927 Chevrolet Coupe

1925 Chevrolet Roadster

Trucks

1931 Chev Dual Truck

1935 Chev Dual Truck

1930 Chevrolet Truck,

stock rack

1930 Chevrolet Truck

1934 Chevrolet Pickup

Hillsboro Motor

Company

JAMES WHITELAW, Prop.

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1929 Ford Truck 1928 Chev Trucks

1932 Ford Victoria Coupe

Thursday, December 26, 1935

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past patronage. E. A. GRIFFITH Real Estate and Insurance 131 S. Second Hillsboro

Ask your attorney to send your legal advertising to the Argus.

JOHN LAMBERT John Lambert, resident of the ounty hospital for the last six

months, died there Wednesday aft

rnoon after an illness of a year

He is a former resident of Tigard

Surviving are two daughters, Mrs W. J. Parent of Klamath Falls and

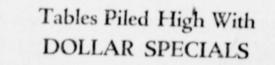
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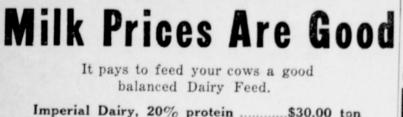
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POULTRY FEEDS

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dustries may be passed. Funda-mentally, this will be a typical election-year congress with plenty Industrial commodity prices of bombast and little constructive ould resume the rising trend action

which was interrupted when the Spending Peak Passed? The real fight will come on the spending issue. Mr. Roosevelt realizes that his fiscal record as pres-ident makes his 1932 campaign speeches on "economy at Washing-Sharp advances from now on deton" sound silly, so he will restrain congress as much as he can. It looks as though the peak of the experience. Continuation of the

Higher Wholesale Prices

money-scattering wave had passed normal, healthy revival which we for the time being, but the budget is far from being balanced. There about only moderate mark-ups. If, Is far from being balanced. There will be at least a \$2,000,000,000 spread between between income and expenses in the fiscal year ending June 30, 1937. Because of the elections, there is little to fear from heavy new taxes this year unless the supreme court throws the AAA processing levies into the ash-can along with the NBA codes

can along with the NRA codes. This should be good news to that event substitute excises those consumers who have felt the ght be enacted.

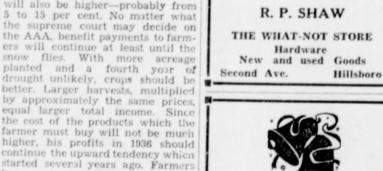
pinch of slowly rising living costs. Regardless of what the court de- Right now food prices are close to cides on this vital corner-stone of the new deal, some farm prices are years, but they are nearing their

the supreme court may decide on the AAA, benefit payments to farmeak for the time being. Next Dember the average ers will continue at least until the unning expenses will total 5 per flies. With more acreage nt larger than today but his food planted and a fourth year ls are unlikely to be any highdrought unlikely, crops should be an right now—they may even ess. The rise will probably better. Larger harvests, multipliby approximately the same price come in clothing (5 per cent), rent (8 per cent), and furnishings (5 equal larger total income. the cost of the products which the

armer must buy will not be much

greatly reduced their ebts, so their increased incomill mean even more money for purchase Merchants face the best trade out-look in five years. The combination

of increased farm income, large actory payrolls, and greater divi end payments should boost sale n most lines between 8 and 12 per cent above the 1935 average. Be wholesale prices are not slated for any sharp advance, retail price tags, which are now slightly



Happy New Year

fice equipment concerns face an-

heavy items. Automobile produc-

ment store groups is promising. De

Taken as a whole the stock out

Happy New Year

TO ALL!

a few lines will sh

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costs, and no real shortage of un- spite political uncertainties

major

such an

That's our wish for all our patrons and friends for 1936.

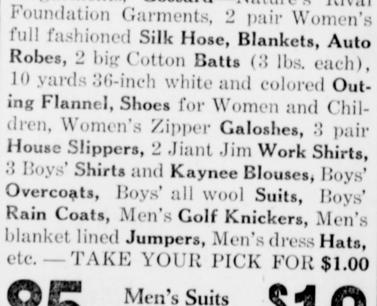
Sahnow Garage Third and Lincoln, Hillsborg

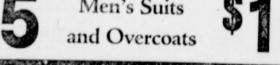
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