

# Hillsboro Argus

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## Much Support Seen

Political writers are expressing the belief that Governor Martin will be a candidate to succeed himself and most fair-minded Oregonians, unless prejudiced for some particular reason, will hope that such is the case.

Indications are that the governor will receive support of people of all parties, because they feel that his administration has been a steady influence in a time of stress and because he has the intestinal fortitude to take a strong hand in behalf of law and order. By his fearless stand he has won the admiration and respect of thousands on the other side of the political fence, who will gladly support him if he survives the biggest test—the democratic primaries.

True, the governor has incurred the wrath of certain minority groups, but no man conscientiously serving all the people could possibly have the unanimous support of everyone. A fearless executive, who enforces the laws, is bound to step on some toes in the conduct of his office. It would only be the fence-sitting type of governor that could not do otherwise and thousands of Oregonians are thankful that he is not that type.

## Economic Highlights

(By Industrial News Review)

Automobile accidents constitute an increasingly grave social problem. They constitute a highly serious economic problem as well—best estimates place the annual money waste of highway mishaps at more than \$1,500,000,000.

As a consequence, the problem is gaining the attention of economists as well as humanitarians, and financial journalists as well as highway and automobile engineers.

With few exceptions, each post-war year has witnessed an increase in deaths, injuries and property damage due to automobiles. Last year a new all-time record was established, with 38,000 deaths and 1,300,000 other casualties. This year, if the increases registered in the early months continue throughout the twelve-month period, witness the establishment of still another all-time record.

Safety authorities and organizations are discouraged by past experiences and future prospects, but they are not dismayed. Plans now underway call for the most aggressive accident prevention campaign yet made in this country. Principal organization in the field is the National Safety Council which is publicizing the need for strict drivers' license laws, for standardization of traffic laws and signals, and a general "tightening up" of the strictures designed to hold the reckless and incompetent in check. Effort is being given to create safety committees in each state which will be at work all the time, will do away with sporadic, poorly organized drives" which, as past experience shows, have been almost 100 per cent failures.

The automobile industry is likewise co-operating for a variety of reasons, humane and financial. It is undeniable that this industry has done wonders in recent years in making cars mechanically and structurally safer. Advanced new cars even have recessed instruments and door handles, so that in case of a crash the occupants won't strike against projecting pieces of metal. Some manufacturers lately agreed to refrain from stressing speed in their ads in order to keep the buyer's thoughts away from the prospective excitement of driving his car at a racing pace.

To a far lesser extent, there has been similar progress in road building to eliminate the hazards of dangerous turns, hills and narrow surfaces.

Such work as this, however, doesn't affect the human element, responsible factor in more than 90 per cent of all accidents. And it is to this element that safety work that is to really produce results, must appeal. The trends most noticeable in last year's driving have been summed up by the U. S. News in a study of official state reports.

Favorable trends included: Advances in law enforcement and engineering; a slight drop in casualties in proportion to miles driven; a slight drop in the proportion of casualties ascribed to "careless driving"; the records of some states which carried on consistent campaigns during the year, and showed accident decreases as a result.

Unfavorable factors include: A rise in the proportion of accidents caused by speeding; an eight per cent increase over 1935 in the number of drinking drivers involved in fatal accidents; little progress in traffic law enforcement; the work of the accident prevention groups will be unprecedented both in scope and aggressiveness. Only time can tell which of these opposed forces will be the winner.

## Our Yesterdays

**Fifteen Years Ago**  
Argus, April 6, 1922—More than 350 persons attend American Legion smoker Tuesday night.

E. J. Sherman starts his South Tualatin sawmill, expects good season's run.

Paul Dudley, Aloha poultry breeder, reports better responses from advertising in Argus than from Portland papers.

Henry Hamel, 74, dies at Cedar Mill.

Judge Bagley files injunction suit against city, contending that recent street improvement, as contemplated and advertised, will be practically confiscation of his property, consisting of lots on Second street.

John Quincy Adams, 91, dies here April 2.

W. Verne McKinney, O. A. C. commerce junior, elected membership in Alpha Kappa Psi, national honorary commerce fraternity.

Mrs. Edna C. Fletcher, pioneer of 1853, dies at Forest Grove April 3.

**Thirty Years Ago**  
Argus, April 5, 1907—Mrs. John H. Humphreys of Hillsboro dies March 30.

James Thwaite of near Minter bridge instantly killed Monday from concussion, result of dynamite explosion, while blasting stumps.

M. H. Henderson elected mayor of Cornelius by margin of two votes over Charles B. Buchanan. Councilmen elected: F. W. Schoen Sr., Andrew Benerson, W. J. Merrill, George Holzner, William Vickers named recorder and C. C. Hancock treasurer.

Cornelius is going into the cucumber business on a large scale and the Knight Packing company, successors to the Keim business in that city, have fifty acres pledged.

Capacity of Hillsboro condenser will be enlarged. Crew of carpenters to be employed three months.

Alonzo B. Cady of Beaverton, ex-county treasurer and veteran of Civil war, dies March 30.

## Labor Racketeers and Agitators Hit by Governor

By A. L. Lindbeck

Governor Martin struck out at labor "racketeers" and agitators all along the line during the past week.

In addresses before businessmen and ranchers of eastern and central Oregon he declared his readiness to deal with sit-down strikes should the need arise in this state and condemned John H. Lewis, CIO labor chief as an "interloper whose leadership was threatening civilization."

America is traveling the same path that Italy and Germany have trodden and is headed straight for dictatorship in the opinion of the governor. He declared that the activities of "selfish labor racketeers" must be curbed.

One of the governor's first acts upon his return to Salem was to dictate a letter to Dr. William G. Everson, chairman of the state labor conciliation board, in an effort to persuade him to reconsider his resignation from the board. The governor in his letter to Everson referred to Towne Nylander of the national labor relations board as a "rabble rouser" and an "upstart." It was because of Nylander's criticism of his attitude toward labor in connection with the strike of Oregon Woolen mill employees that Dr. Everson desired to resign from the state board.

Additional federal funds have been allocated to Oregon for use in planning and working on feeder roads, according to C. C. Cabell, chairman of the state highway commission. This money will be available for use only on secondary highways of the state system on important county roads. This year's allocation amounts to \$412,000, which must be matched by \$300,000 of state funds. Selection of the roads on which this money will be spent will be made this summer, according to Cabell, who expects the commission to be in position to let contracts for this new program early next fall.

Sixty employees are now included in the personnel at the state CCC headquarters in Salem, according to J. W. Ferguson, state forester. These employees, together with all of the equipment assembled at the state headquarters, are being moved in five buildings at the eastern edge of Salem and represent an outlay of approximately \$50,000. Not only is all administrative work of the twelve CCC camps under state jurisdiction handled at this headquarters, but repair work on heavy equipment, such as trucks, caterpillars and bulldozers, is also carried on here.

Concrete is now being poured for the second story of the new capitol building. The capitol commission expects to lay the cornerstone of the building in June with appropriate ceremonies, the exact date to be announced later.

The tailor shop at the state prison is operating on a double shift basis in order to provide new suits for discharged prisoners, who are now being released at the rate of three a day under the terms of the Barnes bill, which restored the good time deduction practice which was illegal about a year ago after having been followed for many years.

James H. Hazlett of Hood River, appointed by Governor Martin last week to succeed Judge Charles H. Carey as state corporation commissioner, is expected to be sworn in as state senator to connect with the state payroll during the past few months. Judge N. G. Wallace of Bend, who succeeded Frank C. McCulloch as public utilities commissioner in January, also saw his first public service as a member of the Oregon state senate.

With the ballot titles completed promoters of slot machines and pinball games are now ready to begin circulating their petitions to begin circulation in the state. The petitions are being carried on the ballot in 1937. The bills, passed by the recent legislature, outlaw all games of chance. If the required 12,512 signatures are obtained by June 12 the operation of the measures will be halted by the state voters at the next general election.

Time again for Oregon motorists to renew their operators' permits. Secretary of State Snell calls attention to the fact that all drivers' licenses expire on June 30 and the renewal period of three months remains in which to renew their permits. In preparation for the rush of renewals expected to get under way about May 1 all of the field examiners were called in to Salem last week to attend a school at which the latest covering the regulation and highway accidents were explained.

Experts employed by the state tax commission are now appraising property in the four blocks directly north of the state capitol site, purchase of which was authorized by the recent legislature. While the legislature authorized purchase of the entire four blocks it is not expected that more than two of the blocks can be obtained with the \$500,000 appropriated for the purpose.

Accommodations for 56 additional tuberculosis patients were made available at the state tuberculosis hospital at Salem this week with the completion of the new hospital wing at the institution at a cost of \$35,000. More than 125 victims of the "white plague" are on the waiting list of the two state hospitals—one at Salem and the other at The Dalles. A new 50-bed pavilion at the latter institution was authorized by the recent legislature which appropriated \$54,500 for its construction.

Tax payments throughout the state reflect a return to normal business conditions, according to members of the state tax commission. Many counties report collection of property taxes in excess of 50 per cent of the 1937 levy by March 15. Collection of income

## Potatoes, furniture or babies?

You men who have made our farms famous—  
You men who own or work for industry—  
You women who raise our children—  
Let's do some clear thinking together!



## Penalty of Profit?

Past indifference in insisting upon Columbia Empire products stopped both the direct and indirect flow of returns to your own pocketbook. Indifference penalized us. There is a partnership between producers and purchasers of the Columbia Basin. And when you insist upon products grown and manufactured here, you pay dividends to yourself. For each purchase strengthens an industry that employs people! That helps you and me!

JOIN in this week's united effort to insure our mutual prosperity. Ask your merchant for the products of the Columbia Empire.

## "Unite for Prosperity"

### Churches

**Christian Church**  
Lord's day unified study-worship service, 9:45-11:45 a. m. Church school, 9:45; morning worship, 10:45. Music by choir. Solo by Knut Johnson of Portland. Sermon by Mrs. R. L. Putnam, Christian Endeavor, 6:30 p. m. Intermediate and Young People. Young people of the community are invited. Evangelistic service, 7:30 p. m. Song service assisted by young people's choir. Sermon: "In the Space of Forty Days." Treble choir rehearsal at Mrs. Florence Kramien's residence on East Jackson street, Monday, 3:30 p. m. Joint Aid society and Missionary society, Tuesday, 2 to 4:30 p. m. All women of the church considered members of these societies. Mrs. A. Kroeger, president of the Missionary society, is planning an interesting program on missionary work in Africa. All members and friends are urged to attend the anti-liquor drama, "Prisoner at the Bar," at the high school Monday, 8 p. m. We also urge the Christian people not only to see it, but assist the Ministerial association to fill the auditorium.—R. L. Putnam, pastor.

**The Orengo-Redville Parish**  
Sunday school in both churches, 10 a. m. Prayer service in the Orengo church, 10 a. m.; worship service in the Redville church, 8 p. m. Women's Missionary society meets at Orengo on the third Wednesday of each month and at Redville on the fourth Thursday of each month.

**Seventh-day Adventist Church**  
Services are held each Sabbath (Saturday) as follows: Sabbath school, 9:45 a. m.; preaching service at 11; young people's meeting at 7:30 p. m. Wednesday evening prayer service at 8 o'clock. Visitors welcome at any service.—Dr. Walter Huntington, pastor.

**Mountain Home Evangelical Church**  
Regularly each Sunday: Sunday school, 10 a. m.; Edward Aebischer, pastor. Wednesday evening worship service with alternating leadership, Christian Endeavor, 7:30 p. m. Evangelistic service, 8 p. m.—Rev. V. T. Speece, pastor.

**M. E. Church (Bethany)**  
On Germantown road, Sunday school every Sunday, 10 a. m.; German service, 11 a. m.; first and third Sundays; English service, 11 a. m., second and fourth Sundays.—E. Julius Traglio, pastor.

**Laurel Evangelical Church**  
(Seven miles south of Hillsboro.) Sunday school, 10 a. m.; Mrs. A. Watkins, superintendent. Preaching service, 11 a. m. Junior Christian Endeavor, 6 p. m.—Rev. V. T. Speece, pastor.

**First Church of Christ, Scientist**  
Services are held every Sunday at 11 a. m.; Wednesday evening services at 8 o'clock; Sunday school at 11 a. m. Pupils up to the age of 20 years are welcomed. Free reading room open on Wednesdays and Saturdays from 2 until 4 p. m. Topics: "Are Sin Disease, and Death Real?"

**First Baptist Church**  
Thursday evening at 8, our prayer and Bible study hour in the church. Sunday school, 9:45. Try our Sunday school whether you are old or young. We have classes for all. Morning worship at 11. The pastor desires to speak on a very important subject, "The Personality of the Holy Spirit." There will be a special music at this service. B. Y. P. U., 7 p. m. We invite young people not connected with another society to meet with us. We have interesting meetings, and peppy, yet inspirational and instructive. Evening service at 8. The pastor is bringing a series of messages on "God's Plan for the Ages." A large chart is being used to make simple the interpretation of the word. Questions are answered during the song service. Something special every Sunday evening during this series. You are welcome. The ladies of the church will meet at the home of Mrs. Dwight Sellers Wednesday afternoon at 2. There will be three guest speakers from Portland and present, Mrs. Margaret J. F. Bell and Mrs. Wolfshire. An interesting meeting is being arranged. The church with a hearty welcome to all.—Ortiz W. Weniger, pastor.

**Whosoever Will**  
(Above North Plains)  
Sunday school, 10 a. m. At 11 a. m. the pastor will tell a story of the leading of the Lord to a vital ministry. No afternoon service. Evangelistic service, 8 p. m. Tuesday, all-day prayer service. Evangelistic service, 8 p. m., combined with prayer and praise service.—Melvin E. James, pastor.

**All Saints Episcopal Church**  
Services for the second Sunday after Easter will be held as follows: Holy communion, 7:30 a. m. Church school, 9:45 a. m. Morning service at 11. Y. P. F., 5 p. m. Choir rehearsal will be held on Friday, 7:30 p. m. Ladies' Guild meet Wednesday afternoon at the home of Mrs. V. W. Gardner. Mrs. Gardner and Mrs. Sydney Melhuish were hostesses. Mrs. G. T. McGrath gave an interesting talk. The vicar also addressed the meeting on the needs of the mission and plans were discussed for the work. The vicar attended the clerical breakfast at the Portland hotel last

**Friday, April 2**  
Spanish loyalists army continues drive, taking several strategic points in southern advance. Gus Moser, ex-state senator, dies in Portland. Governor Martin, speaking at Pendleton, declares John Lewis' tactics powerful, civilization imperiled. Senators battle over attitude on sit-down strikes. Sit-down strike hits Ford plant in Missouri. Workers hold assembly unit. Roosevelt changes drive on prices. More purchasing power for consumer goods to be sought.

**Saturday, April 3**  
Portland Beavers win opening Coast league game from Oakland, 5-3. Kansas City Ford plant strike settled. Workers agree to go back to work. Spanish rebels make strong night attack on Madrid.

**Sunday, April 4**  
Big 21-passenger transport plane out of Burbank, Cal., to Kansas City and New York lost with eight aboard. Federal reserve board to buy government bonds to preserve "orderly conditions." Spanish loyalists in big drive to isolate rebels in south of Spain. U. S. navy announces development of a "radio spy" by which enemy warship can be located or tracked long distances at sea. Vast unionization drive among Texas oil field workers starts. Hope strengthens for quick settlement of Chrysler strike. Errol Flynn, Hollywood actor, in-

## Railroad Freight and Passenger Business Best

(By Roger W. Babson)  
BABSON PARK, Florida—Railroad freight and passenger business is today the best since 1930.

For the first time in history this gigantic national industry is operating in black ink. Interest in rail stocks since the new year has lifted their value 20 to 25 per cent. Yet, at these higher levels, carrier shares are only 20 per cent above their 1933 highs. While industrial stocks are nearly double their peak of four years ago!

Over the near-term, I feel that the favorable factors over-balance those unfavorable to investors. Just entering a period of prosperity, carloadings are still 25 per cent under the 1929 high; and the price of rail stocks and second-grade bonds is well behind other groups. Hence, I believe that carefully selected rail securities will show high returns during THIS year of prosperity. The longer-term outlook, however, is more blurred. With the carriers' tremendous funded debt, their increasing competition, and their labor straightening out, the industry's value is "Don't sell rail securities now, but keep them near the top of your strong box so that you can quickly cut them out sometime in this current year!"

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## Library Notes

"Flowering of New England" by Van Wyck Brooks, mentioned last week, is the first of a series of volumes in the history of United States. It gives the background of early nineteenth century New England literature and interprets and appraises the famous New England group. Brooks is an most interesting critic, who has helped the modern age understand the writers of the past.

"We or They" by Hamilton Armstrong. In this title book the editor of Foreign Affairs has most effectively restated the great problem now confronting the world as to whether democracy will continue to exist or be supplanted by fascism or communism.

On the rental shelf are some new books of a lighter vein. "City of Bells" by Elizabeth Goudge; the setting of this novel is in an English cathedral town. "The Theatre" by Somerset Maugham, a sophisticated light novel. "Punch and Judy Murders" by Dickson. "Camera Clue" by Cox, two good mystery stories. "We Are Not Alone" by Hilton.

## THE KEY THAT KILLS

This is the key that costs a life every four or five minutes in these United States. It is the key that starts your car—the auto key. Our auto killed of drivers, passengers, pedestrians, passengers and oncoming traffic, 37,000 last year.

Now a question. What if it is that key that starts your car, that starts your car—the auto key. Our auto killed of drivers, passengers, pedestrians, passengers and oncoming traffic, 37,000 last year.

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