

Hillsboro Argus

With Which is Combined the Hillsboro Independent Hillsboro Argus, 1894 Hillsboro Independent, 1873 MCKINNEY & MCKINNEY, Publishers

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Member: Oregon State and National Editorial Association First Audited Paper, Largest ABC Weekly Circulation in West.

Advertises Community

It was with a sense of pride that the publishers and staff members of the Argus received word that their paper had received national recognition through placing third in the national weekly newspaper contests in general excellence and also on its editorial page.

Particular pleasure is gained out of the fact that the winning of these honors and others during the last seven years have brought a great deal of valuable advertising to this community.

Railroad Outlook Depends on Labor

By Roger W. Babson BABSON PARK, Mass.—The railroads and the utilities—the two largest industries—are in the "doghouse" despite huge gains in their volume of business.

Several weeks ago I discussed utility stocks and advised holding them for higher prices. Today I want to analyze the position of the American railroads—the largest business enterprise in the entire world.

Churches

Lord's day unified study-worship service 9:45-11:45 a. m. Church school 9:45. Evangelist A. B. Reynolds will be here to take a motion picture of our school by classes. Morning worship 10:45-11:45. Special music. Evangelist Reynolds has been invited to preach Christian Endeavor 7 p. m. Inter-mediate and young people Union service at Methodist church 8 p. m. Christian minister preaching. Sermon: "Christ in Human Life." Joint Ladies Aid and Missionary society meeting, Tuesday, 2 to 4:30 p. m. Interesting program on rural work in America. Plans of meeting to be announced Lord's day.—R. L. Putnam, pastor.

All Saints Episcopal Church Services for the eleventh Sunday after Trinity. Holy communion at 7:30 a. m. Morning prayer at 11. The next official visit of the Bishop will be Sunday morning, December 19. Confirmation will be administered at his service.—Reginald Hicks, vicar.

Pilgrim House August 6, Transfiguration of Our Lord, August 8, Sunday within the octave of the Transfiguration. Festival observance of the holy communion of the Lord's Supper, 9:30 a. m., with meditation on "The Voice From the Cloud" (St. Luke 9:35). Communion is open to all those "who truly love the Lord." "Religion in the News" "Divorce for a God," "Boys for Sale" and "Still More Arrests in Germany." All public worship during the summer months. Tuesday, all-day prayer service. Pray and praise service, 8 p. m. "Despising God" will be the sermon subject.

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. Sunday's topic, "Christ."

Tualatin Plains Presbyterian Church Bible school at 10 a. m.; preaching service at 11 a. m.; Christian Endeavor at 7:45 p. m. Missionary meeting the last Wednesday of each month. All are cordially welcome.—J. F. Gilson, minister.

The Oreno-Reddville Parish Sunday school in both churches, 10 a. m.; worship service in the Oreno church at 11 a. m.; worship service in the Reddville church, 8 p. m. Women's Missionary society meets at Oreno on the third Wednesday of each month and at Reddville 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 2:30 p. m. Prayer meeting Thursday evening at 8 o'clock. Visitors are welcome at any service.—Dr. Walter Huntington, pastor.

Beaverton Church of Christ Bible school, 9:45 a. m.; communion and preaching, 11 a. m.; preaching again at 8 p. m. Sisterhood meets Wednesday, all day, with pot luck dinner at noon.—George H. Hatch, pastor.

Whosoever Will—Hillsboro Thursday (tonight) at 8, evangelistic service. The sermon theme will be "Who is responsible for the darkness of Secor?" Street service at corner of Secor and Main, with church service following. Sunday, 3 p. m., evangelistic service, with pastor will speak on "The Comforter."

Whosoever Will (Above North Plains) Sunday school at 10 with a full railroad stockholders is the labor situation. It is to wage, you are treated fairly as to wage, you are justified in holding your rail stocks. But, like most of the utility holding company stocks, dump them some time during this bull market. I do not advise in buying or holding indefinitely stocks in publicly-controlled industries! (Copyright 1937 Publishers Financial Bureau)

Free Methodist Church The annual Oregon conference and camp meeting of the Free Methodist church closed August 1. Many changes were made in Oregon pulpits of the denomination. Rev. Reuel Walter, state president of the Young People's Missionary society, is appointed to Hillsboro. His bride, Rev. Walter and his bride, a few weeks ago, are attending a mid-western young people's convention at Palmer Lake, Colo. Until his return, Rev. H. A. Walter, father to the new pastor and a retired minister, will fill the appointment at Hillsboro. Rev. Reuel Walter is expected here about August 29. The regular services for the week are as follows: Prayer meeting, 7:45 p. m., Thursday; Sunday school, 10 a. m., Sunday; preaching, 11 a. m. and 7:45 p. m. The regular meeting of the Women's Missionary society will be held August 11 in the church auditorium.

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Highlights in the Week's News Thursday, July 29 Chinese report thousands killed or wounded at Tientsin in Japanese aerial bombardment. A. F. of L. report lobbying against administration wage-hour bill. New major strike in face of labor bill. Chesapeake bay liner burns, 16 missing and others of 150 on boat rescued. Twenty-five die in wreck of Paris-St. Etienne express train.

Friday, July 30 Japanese batteries shell Tientsin. Japanese control of city virtually complete. Representative Rankin, Mississippi democrat, declares "outrage perpetuated by national labor relations board representatives are threatening to wreck Roosevelt administration." Talks issue with president's statement board has been fair.

Southern senate leaders revolt against administration wage-hour bill. Senator Harrison declares bill would set national standards board which could destroy "big" and small, by its administrative fiat." Labor standards' bill, providing for a board to regulate minimum wages and maximum hours and banning child labor over 16 years, passed by senate 56-28.

Ranger, U. S. cop defender, defeats British challenging yacht. Italian troops. J. D. Ross, proposed for Bonneville administrator, declares low rate for all would be set policy. Danger of open hostilities between Japanese and French in China develops. Wasco county wheat growers to seek showdown with union organizers accused by growers of attempting to impose drastic restrictions on farm truck operation.

Home from Hospital—Neil Stangel, who has been in a critical condition for several weeks, was brought home from Emanuel hospital in Portland Sunday. He is improving slowly, but is still confined to his bed. Remember the more you tell, the more you sell when using Argus Want Ads.

The Great American Home



Employment of two additional guards at the state prison was authorized by the board of control this week. Salaries of the new guards will be paid out of the prison revolving fund, the emergency board having refused to approve a deficiency appropriation when it met here more than a month ago.

Aid of the State Bond commission in refunding its outstanding bond and warrant debt has been sought by the city of Bandon. It is proposed to refund \$156,373 in outstanding bonds at 25 cents on the dollar and \$102,537 in outstanding warrants on the basis of 35 cents on the dollar. The refunding program is necessary in order that the stricken city may take advantage of federal funds in its reconstruction program, according to Mayor Ed Capps.

Proponents of a state office building for Portland believe they have found a way around the constitutional debt inhibition, which has been threatening to wreck the program. Their answer to this problem is found in a supreme court opinion handed down more than nine years ago in connection with the construction of a dormitory at the University of Oregon through a bond issue to be retired from rentals. In that case the supreme court held that inasmuch as the proposed bond issue did not involve any debt against the state, but was to be paid entirely out of a special fund to be raised from rentals, it did not run counter to the constitutional inhibition. The same plan has since been used in financing other buildings at institutions of higher learning.

While the plan is very similar to that proposed for financing the projected office building in more than one important difference, which might upset the whole program if it should be taken to court. That difference is to be found in the fact that whereas the university dormitory was a "utility" and the bonds were to be retired through rentals paid by the students the proposed office building will be state owned and the rentals which are to pay for it must come either out of legislative appropriations or out of revenues which would otherwise go into the state treasury.

Completion of a 9½-mile project on the Coast highway between Hug Point and Manzanita, south of Cannon Beach, will shorten the distance between Tillamook and Seaside by 14 miles, according to R. H. Baldock, state highway engineer. The project which includes a 1278-foot tunnel under arch cape, now under way, as well as grading and surfacing the entire section, will not be completed for at least three years. Total cost of the improvement will be \$620,000. This is the last link in the Coast highway stretching from Astoria to the southern border of the state on which \$27,000,000 has been spent in the past 20 years.

Secretary of State Snell is not going to take any chance on the urge to "step on the gas." He has had a governor installed on his car set at 50 miles an hour. Snell also plans to install governors on all cars used by employees of his department.

Leo Spitzbar, manager of the state fair, reports an unprecedented demand for space from exhibitors in many departments. Eight counties have already indicated their intention of displaying their products this year, although the opening date of the fair is still more than a month away.

The rising cost schedule is hitting the state in more than one spot. J. M. Devers, attorney for the highway department, reported this week that increasing prices of farm lands is being reflected in higher costs for rights-of-way.

State officials are giving consideration to the matter of improving or removing the heating plant that serves the capitol group of buildings. Originally located in the basement of the old capitol the heating plant is now an eyesore east of the new state house. Its appearance, with a ragged chimney rising above the surface of the ground for 50 or 60 feet into the air detracts greatly from the attractiveness of the capitol grounds. One proposal involves sinking the plant deeper under ground and covering it with a lawn. This would also necessitate stream-lining the smoke stack to harmonize with the design of the capitol. Another proposal involves moving the plant to a new location some distance from the capitol site, but convenient to railroad tracks in order to save money on fuel oil. In either event another boiler must be added to the plant to accommodate additional buildings now being planned for immediate construction.

Jots in Jest The claim that one out of every 10 motorists can't see at night usually is upheld by the other nine, who meet him on the road.

Now that a French seer has predicted the end of the world, we all might as well unlock the cellar door and let the gas man read the meter.

Then there was the baseball fan who made a radio program request for "Wake Up and Live," and dedicated it to the Cleveland Indians.

The old-time army man who returned to inspect the camp kitchen and saw the automatic potato peelers thought he had stumbled onto the Boy Scout jamboree by mistake.

Sign in a window: "Buy our straw hats at half price, quickly, before we give 'em to the cows." There's nothing like a well-dressed bovine.

Political Pot Brewing

(By A. L. Lindbeck) SALEM—Clarence D. Wagoner, Portland real estate dealer, is being encouraged to seek the republican nomination for governor, it became known here this week. F. G. Delano, Salem real estate man and a close personal friend of Wagoner, said that petitions were now being circulated and liberally signed urging Wagoner to run. Delano said that while the Townsend movement was in no wise interested in Wagoner's candidacy he would receive considerable support from the \$200-a-month-pension advocates if he decides to make the race. Wagoner has been active in the Townsend movement as a lecturer for some time.

A potential republican aspirant for Walter M. Pierce's seat in congress made his appearance during the week in the person of U. S. Valentine of Klamath Falls. Valentine served in the state senate during the recent session, defeating N. G. Wallace of Bend for his post in the November election.

Governor Martin this week continued his attacks against J. D. Ross as the probable administrator of Bonneville dam. In a state-wide tour of the press the governor reviewed Ross' opposition to the Bonneville development and declared that the Seattle utility manager has always opposed the interests of the farmers of the great inland Empire as well as the Columbia river section of Washington and Oregon. Appointment of Ross, the governor declared, would mitigate against the success of the gigantic power and navigation project.

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Swimming Pool

The idea of a swimming tank in the Shute park here was again advanced at a meeting last week in which heads of the fire department met with the city council, park commission and other representative citizens.

The swimming tank proposal has been advanced on a number of occasions editorially by the Argus and for the most part has always resulted in a great deal of favorable comment. Success elsewhere has been such that it merits careful consideration on the part of the local community.

Income from the swimmers in other centers has taken care of maintenance and gone a long way toward paying off the original investment.

Under the kind of supervision that should be provided at such a pool the lives of our youth are much safer than through haphazard swimming in the "ol' swimming hole" in nearby streams.

St. Helens is now engaged in an active campaign for a swimming pool and latest reports in the St. Helens Sentinel-Mist indicate that it is meeting with a great deal of success. Money pledged up to last Thursday totaled more than \$6,000 of the \$10,000 estimated as the required sum. The St. Helens Pulp & Paper company pledged \$2,000 and it is believed pledges of union members will exceed \$2,000 before the campaign comes to an end.

This is a movement in which all organizations in the community, including nearby places, will undoubtedly be willing to take part. Many picnics of local people and our friends in neighboring communities are putting the park to greater use every year and a pool of this kind would make these gatherings a great deal more enjoyable.

'Thirty' for Mr. Ogilbee W. Earl Ogilbee, a true and loyal fellow worker, has gone to his final reward and his memory will linger long in the minds of his co-workers on the Argus and the many friends made during his twelve years of residence in this community. No man ever served the people for whom he worked with greater loyalty and devotion.

He was of the kind who could be found doing his best in a cheerful manner even if suffering from occasional ailments that would have kept less strong-hearted people at home. Uncomplaining and loving the trade in which he had spent nearly his entire life, Mr. Ogilbee always put forth his best efforts.

The veteran printer liked to tell the younger fellows in the game about the earlier days of printing in the northwest country. In the printing trade for about 50 years he had operated his own shop and worked in some of the biggest printing establishments in the state. He had seen the great development in the graphic arts that had come during his lifetime. Thoroughly grounded in printing he took pride in helping younger men to learn the fundamentals of this great art.

Mr. Ogilbee loved life and friends, was a faithful fraternal man and enjoyed the great outdoors. As is the case with most people of this nature he held the love and respect of those who came in contact with him. It is with sorrow that we write "Thirty," a printing term meaning the end, for the life chapter of a beloved friend and loyal co-worker.

Our Yesterdays Fifteen Years Ago Argus, August 3, 1922—F. M. Heidel, active in Hillsboro affairs for 27 years and one of organizers of Board of Trade, dies in Portland July 27.

Third annual onion grower tour arranged under leadership of J. C. Leedy. W. Verne McKinney wins first place in O. A. C. summer session industrial news writing contest.

Delvin McKnight, native of Hillsboro, dies at Meek Plains August 1. Kenneth Williams, Hillsboro player with St. Louis, bats out 27th homer of season.

Mrs. Jane S. Abbott, widow of E. L. Abbott, dies August 2. Donald E. Long arrives from Kansas City to visit parents.

Benefit dance for Pitcher Jim Case of Reedville, held at Huber, nets player \$60. Thirty Years Ago Argus, August 3, 1907—Roy Tupper, 16, suffers about 75 bee stings when attacked by bees.

William Rieben, 21, Banks, dies Friday. Electric storm last night one of worst experienced here in years. Clyde Lincoln barn at Glencoe, filled with hay, struck by lightning and burns with total loss. John Cavrose of North Plains reports his telephone knocked off by lightning.

James Gray burns in crude oil explosion at local railroad yards.

Congratulations

"Congratulations on your most recent honors. It's getting to be a habit with you. But that is a fine achievement and the people of your town ought to appreciate the honors you have brought Hillsboro, as well as the fact that you are giving them a very fine herd."—Ralph R. Cronie, Albany Democrat-Herald.

Word from Illinois

Please accept our sincere congratulations for your success in winning third place in the general excellence contest at the Detroit convention. To win such distinction for newspapers with more than 1,000 circulation is indeed an honor.

In our desire to improve our own newspaper and eventually attain the status for which you have been rewarded, we should like to exchange.—Aledo, Ill., Times Record.

From New York

Please accept our congratulations on your success in the recent N. E. A. contest.—Walton, N. Y., Reporter.

To Mrs. McKinney:

Saw the nice prize you were awarded in the weekly newspaper game. Third is not to be scoffed at and I am proud of you and the team. Nice going.—Mrs. Coble de Lespinae, G. M. of F., Pythian Sisters of Oregon, Hubbard, Ore.

Oregon's Traffic Deaths

A Series of Weekly Articles on the Problem of Highway Safety by Earl Snell, Secretary of State. Two out of every five victims of traffic accidents are pedestrians. Of the 37,800 fatalities in 1936, pedestrians made up 15,100. Clearly, no safety campaign can be complete that does not include consideration of the pedestrian.

This is especially true on account of the fact that such a large number of the pedestrian victims are little children and elderly people. Intelligent driving and proper care by the motor car operator will naturally solve a considerable part of this problem, but many accidents, especially in the cities, can be avoided by proper use of the streets by the people "on foot."

Most of these fatalities occurred in cities, the greater part at intersections. The deaths among people walking along the highways in rural sections totaled 2,450, and the toll among children playing on the roadways was a serious matter. These are accidents that are especially tragic on account of the fact that they could be so easily avoided.

Schools are doing a fine work in training children to be constantly aware of the hazards of traffic. But it is a work that must be carried on constantly, that requires repeated instruction and warning.

Do not walk on the highway at night dressed in dark clothes. Be sure of a clear right of way when crossing the streets. Do not cross between intersections. Obey the rules of common sense at all times, and help eliminate Oregon's traffic deaths.

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Roger W. Babson is at an all-time high. Lower charges, and political badgering have offset much of the gain in volume and kept down the price of power and railroad securities.

Several weeks ago I discussed utility stocks and advised holding them for higher prices. Today I want to analyze the position of the American railroads—the largest business enterprise in the entire world.

In the case of utilities, the rails are suffering not from bad business but from bad sentiment. Railroad security owners—even more than public utility stockholders—are the "forgotten" investors of today.

The only difference is that while power stockholders are being squeezed by politicians, carrier investors are being milked by labor.

Everyone Has Stake The railroad trouble has its roots at the utility square, has in mismanagement in the past by bankers and lawyers. The industry had to be regulated to give the public a "square deal." As usual the pendulum swung too far and investors got "the raw end." Yet, if all interested groups would pull together most of the roads could be saved.

All interested groups" includes not only rail policy-makers, but also insurance policyholders, bank depositors, and college students. Coal miners, steel workers, and lumber-jacks as well as employees of the carriers are all affected. Retail merchants, housewives, and motorists have a big stake in the railroad.

This industry is a vital artery in our economic life. A bankrupt railroad system could easily mean a bankrupt nation. That is why every reader should have a strong interest in seeing that the railroads get fair play.

Control of industry by a democracy can never be successful unless the voters are willing to study the issues. The rails today are worried by the two major problems confronting the utility industry—rising taxes and fixed rates for their services. In addition, the carriers are saddled by the additional burden of a tremendous labor problem.

Four Black Marks Perhaps a brief summary of the pros and cons of the rail outlook will help readers. On the "anti" side are:

- 1. Powerful labor demands. 2. Rising tax burdens. 3. Straight-jacket of regulation. 4. Eventual peak in production.

The labor angle at the moment is giving the industry the biggest headache. Workers are now asking for a 20 per cent wage increase which would mean the rail pay scale nearly 30 per cent above the 1929 level. Such an advance could throw the entire industry back into red ink with a loss of \$300,000,000 or more.

Had these wage rates been in effect last year, only thirteen carriers would have operated at a profit. However, no one expects more than a 10 per cent boost—with a compromise at five per cent possible.

Taxes, of course, are another of the rail's major burdens. In 1920, 44 cents out of every \$100 dollar went directly for taxes. Last year the government gobbled up eight cents with no end of the increase in sight. At the same time, carriers are not free to jump their rates nor to make any operating economies to help offset this tremendous jacking-up of their labor and tax bills.

The railroads are hog-tied by a mess of useless and unfair regulations. Long-Term Outlook For long-pull investors the report of the National Resources committee is discouraging. The forecast that there will be no substantial gain for 20 to 25 years after the 1929 level of traffic is reached. This means that once the carriers have edged their way back to their 1929 traffic level their only alternative in offsetting their payrolls and courageous tax bills is to reduce their number of employees and/or charge more for handling freight. If granted by the ICC, rate increases would make the carriers more vulnerable to truck, bus, and barge competition.

There are, however, some "pros" in the picture. They are:

- 1. Amazing recovery in traffic. 2. Less severe competition. 3. Possibility of better rates.

Among these, the current traffic recovery is most important. Gross revenues in 1936 were \$453,000,000. The 1937 figure promises to be in the neighborhood of \$450,000,000. In 1929 the roads took in \$6,279,000,000. The highest level of industrial output since 1929 and the best crops in years indicate a fact that freight movement this October may top 900,000 cars weekly.

Such a figure would be within 25 per cent of the 1929 level of loadings. This is the most optimistic factor in the picture today.

Watch Rates. Federal and state motor carrier laws are now helping the roads to battle their competition. The new progressive spirit of management is another strong asset. Modern rolling stock, better schedules, and better service are helping to coax back lost traffic.

Furthermore, most of the new equipment is so much more efficient than the old that operating economies go a long way toward paying the bills for the new rolling stock. Finally, there is the strong possibility that the ICC will order some freight rate increases especially if rail labor gets its higher pay.

Truck and air competition would not benefit from these rate increases because the carriers are asking for advances only on the most non-competitive type of freight.

Right now the focal point for all

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. Sunday's topic, "Christ."

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