

To the Scoffers: An Open Letter

There is a grim seriousness about the forthcoming "invasion blackout" which should not be lost in any attitude of indifference, derision or isolationist security.

For Americans, there is a lesson to be learned in this respect from the lowland countries, from Poland, Czechoslovakia, Austria, Denmark, middle-European states and France, all "safe" behind their particular Maginot lines.

It is part of the Hitlerian system to scoff at preparations for "total defense" against his "total war." The leader of Germany's "new order" would have all his prospective victims scoffing with him at every attempt to establish defense systems in preparations for an invasion as hypothetical as "Orson Welles' invasion with the men of Mars."

In Europe, Hitler thus far has succeeded beyond the wildest dreams of those militarists who believed in Hitler's promises of European security up to the time he started his Nazi hordes on the march. He succeeded because he found so many who were willing to scoff with him at the seriousness of invasion talk.

"I have no other territorial demands to make on the continent of Europe." These famous words of Hitler became a chorus between succeeding verses of plunder and onslaught through 1939 and 1940. It was not until he had sung the lullaby a half-dozen times or more, however, that his unwitting victims—"the scoffers"—heard the echo of their chuckling, an echo that returned as the hollow, mirthless laughter of the devil himself. But it was always too late. Always there was an undertone of thundering guns and rolling military columns.

In America, we are not waiting for that echo to fall on our ears before we act. False security shall not be ours. For the chronic isolationists and cranks who do not believe in practicing defense against an invasion that "will never come," there is precious little room along the broad highway of this nation's defensive effort—a nation bent on protecting its shores, its cities, its forests and its farms so well that invasion had "better not" come.

Concerning the practice blackout, one Oregon woman recently wrote in a letter to the editor of a Portland newspaper: "Why give us the taste of what is happening to the warring nations today? We hope and pray that it may never happen here, and if it does, we will be prepared without practicing this horrible way."

Yes, we all hope and pray that it may never happen here, but in the meantime, "practice" is "preparedness." And while it may or may not be "horrible," the blackout test of our civilian defense setup is designed for a real purpose, to call attention to flaws in planning which might cost lives if allowed to wait for a test in actual war.

It is only a practice blackout, to be sure, but it is not to be scoffed at nor ignored. That is what the people of France did.

Harry Bridges denies affiliation with the communist party, but his remarks and activities closely resemble the party line and Judge Sears ruled that he was deportable after a lengthy trial and study of the evidence. It will not help the cause of C. I. O. or do organized labor any good to put up a fight to keep him in this country. They should be able to find real leaders among American citizens without having to depend on outsiders.

PLEDGE TO THE FLAG
"I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands. One Nation indivisible, with liberty and justice for all."

Second Democrat in Race for Governorship

(By A. L. Lindbeck)
SALEM—With the filing by State Senator Lew Wallace of his formal declaration as a candidate for governor the Democrats now have an out and out Dew Dealer Wallace pledges wholehearted support to President Roosevelt and his policies, and with a thought for the voters whose support he will need promises to work for lower taxes for home owners and more generous pensions for the aged.

In an effort to ascertain to what extent, if any, Oregon's truck regulations are hampering the movement of defense materials Governor Sprague has instituted an investigation into the situation. Oregon truck operators are asking the state highway commission to lift the present limits on truck lengths and weights to level with those of Washington and California which permit truck combinations to a length of 60 feet with gross weights up to 68,000 pounds. Oregon limits truck length to 50 feet and weights to 54,000 pounds. In support of their request truck operators claim that because of Oregon's restrictions they are not able to handle defense materials. State officials who have made a study of the situation doubt the authority of the highway commission or the governor to change the present regulations except through the issuance of special permits covering specific truck movements. It is also recalled that the last legislature defeated a similar request from the truck operators by a vote of 18 to 9 in the senate and that later the house defeated a measure which would have permitted the larger trucks to enter border cities for the purpose of unloading and reloading.

Announcement that consent of the state would have to be obtained before Curry county can secede, seems to have dampened the ardor of the southwest Oregon secessionists. Attorney General Van Winkle has called attention to the fact that the boundaries of the state, including Curry county, are fixed by the constitution which cannot be changed except through a vote of the people of the entire state.

Refinancing of state loans through federal agencies is believed to have contributed largely to the near-record collections of the World War Veterans State Aid commission for September when \$244,047 were paid on bonus loans. Except for December, 1937, the month's collections were the largest in the history of the commission.

Although general relief payments have shown a downward tendency with the advent of the defense program, old age pension payments continue to increase. A report issued by State Treasurer Leslie M. Scott shows that for the four-month period ending September 30 the state paid \$1,894,658 in pensions to aged persons compared to \$1,701,554 for the same period a year ago.

In supporting the state tax commission in its controversy with the Multnomah county assessor the state supreme court gave judicial recognition to two principles for which the commission was contending: Uniformity in assessments as a requirement both of the constitution and the statutes; Authority of the tax commission over county assessors and county boards of equalization.

Nothing in the opinion of the high court, written by Chief Justice Percy R. Kelly, can be construed as endorsement of the principle of the "varied ratio" for

If it Must Come . . .

The nation looks with fervent hope upon a report that the Office of Production Management is soon to come forth with some sort of plan to promote labor peace on our industrial front.

While not knowing what this scheme may be, Americans have reason to suspect that the government may be asked to exert some extraordinary authority to prevent strikes in our defense industries. In view of labor's obvious reluctance to "take it easy" during the emergency and postpone for a time its jurisdictional bickering, there seems to be no answer other than drastic action by the state.

Labor should not be surprised if some forceful system of insuring peace should suddenly blanket the entire industrial front, for in times like these a defense-minded government has a right to lose patience with any group unwilling to lay aside its grievances in the interest of national harmony during this "war of production."

Harry Hill of O. P. M. rejects an idea of extending the 40-hour work week, claiming it is unnecessary. Yet the government is calling for more and more men and making demands for increased defense production. Defense is the all-important thing and it would seem that it would be a healthy thing for all to make some sacrifices. Our soldiers, sailors and marines are and it would seem that they would get pretty well fed up over the strikes for higher and higher wages on the part of others in defense industries.

In Days Gone By Fifteen Years Ago

Argus, October 28, 1926—Washington county teachers go on record favoring free textbooks.

Frank O. Eagon opens real estate office in Washington hotel building.

C. W. Craft re-elected master of Washington County Pomona Grange.

Portland Gas & Coke company to open branch office in Washington hotel building.

Hilli defeats Newberg 21-7.

Hillsboro firemen present city with chemical truck.

Weddings—Sophia Schneider of Hillsboro and Peter J. Duyck of Forest Grove October 26. Vilena Goodin of Cornelius and Clarence Klatt of West Union October 26.

Deaths—Samuel Jay Galloway of Hillsboro Sunday. Mrs. Albert A. Hodges of Hillsboro Wednesday.

Thirty Years Ago

Argus, October 26, 1911—Another new saloon license granted at Timber.

Will Darity of beyond Glencoe brings in a wildcat that measured seven feet seven inches from tip to tip.

Deaths—Mrs. Mary A. Schmeltzer of Hillsboro October 21. Mrs. Elizabeth Hogan Dooley, pioneer of 1860, at Banks October 18.

HILLSBORO ARGUS

Hillsboro Argus, 1894—Independent, 1873, Consolidated

AN INDEPENDENT NEWSPAPER

Published Every Thursday by McKINNEY & McKINNEY

Entered as 2nd-class matter in the postoffice at Hillsboro, Ore.

SELECTED NATION'S BEST WEEKLY NEWSPAPER, 1940

Selected as Oregon's Best Weekly Newspaper, 1939-1936

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Solving Post-War Difficulties

(By Roger W. Babson)

BABSON PARK, MASS.—A recent column, in which I discussed what would happen to business after World War II, has brought to me several suggestions. Among these is one from E. H. Pearson of Autaugaaville, Alabama, which I desire to pass on to my readers. Strange to say, a letter along the same lines came to me a while ago from a group of economists in Holland.

What About Markets?

The immediate need after the war will be for markets for peace-time goods. These must be manufactured in great quantities in order to keep employed the millions now engaged in the manufacture of munitions. Furthermore, we are to have a great demand for machinery, building materials, and merchandise from abroad by people who have no money with which to pay.

We, therefore, must work out some way to consume the finished goods which we are then able to produce apart from the wearing-out process and a World War every twenty-five years. A trade-in plan such as the automobile people have developed but made applicable to all industries has possibilities. Consumers need be trained to replace goods before they wear out.

We Will Need New Machinery

We are advised to look for new uses and new products for raw materials and finished goods. This means new markets must be secured. Manufacturers are today using fully depreciated tools and machinery which they should trade in for new machinery so as to give the American people better goods for less money. Prosperity comes only from lower taxes and lower prices. Continuous employment is far more important than increases in wages or unit profits.

We need some way to make it possible for the worker and those having private funds to consume the new finished goods that will be available a few years hence. Those who have funds to buy with are usually thrifty people. Being thrifty, they wear out the goods they own. They are offered a value for such goods. Cannot the trade-in system which has been used in creating the automobile, refrigerator, and stove markets be applied to 100 industries?

Europe After War

After the war is over our neighbor nations in war-torn Europe and Asia are going to look to us for food, clothes, and other products. One good crop year in Europe will in a large measure greatly help solve the food problem. Their lack of raw materials, however, will make it difficult to make machines, clothing, bedding, and many other things for years to come. We will have to help these people in one of two ways:

(1) With our warehouses full to overflowing with raw cotton and other products and our manufacturing setup geared to convert these into finished goods, we cannot continue to tax our over-taxed people by buying such new finished goods from our manufacturers and shipping them to needy nations; or (2) we can now organize trade-in centers, selling our new goods to our own people and shipping the goods abroad.

I earnestly urge the latter policy.

Establish Trade-In Centers

We could have trade-in setups in all trade centers of our nation without any more government employees. We have plenty of Federal setups now functioning which can be used for this purpose. To these centers our consuming public could carry their used-goods, and, after having such goods appraised, receive a trade-in certificate from the Federal Appraiser. This certificate, if used in the purchase of new machinery and goods costing three times the face value of the certificate. The used machines and goods would be for export. In fact, no new products should be allowed to leave the country except as paid for by cash.

We will have accomplished the following: Remove from the channels of domestic trade enough used goods so that our consumers are able to replace such used goods with new merchandise. Two-thirds of the cost would be paid for by the one benefiting most. As the consumer buys from the retailer, the retailer from the jobber, and the jobber from the manufacturer, we will have three direct ways for meeting this cost from those who will receive this new business. Such a cost collected from a business transaction resulting in profit is the easiest money to collect, especially if such money is used solely for producing new business for the firm paying the cost.

Reorganizing Relief

We formerly depended on the generosity of relatives and our immediate communities to care for the needy of our nation who were unable to care for themselves. This may yet be the most satisfactory method of handling the problem. We now, however, tax our people to secure the funds necessary for this purpose. Very often relief is made too attractive and our overtaxed people is needlessly imposed upon.

It is our duty to care for the unfortunate people of our community.

Marriage Licenses

Merlen Capt'n Malar, Garden Home, and Eleanor Keziah Hall, Beaverton.

Jack Keith Jasmann, Portland, and Margaret Elizabeth Batsheldor, Hillsboro.

Clarence Raymond Warren, and Norma Ednas Knodel, both of route 1, Cornelius.

Merritt L. Babcock, and Pauline E. Fogerson, both of Forest Grove.

Births

Kurati—To Mr. and Mrs. Ruben Kurati, a girl, at Emanuel hospital, Portland, Tuesday, October 28.

Peterson—Mr. and Mrs. August Peterson, of Cornelius route 1, a girl, October 24, at Jones hospital.

Maekawa—Mr. and Mrs. Yone Maekawa of Hillsboro route 3, a boy, October 27, at Jones hospital.

TICKLERS By John Sunley



"I can remember when it rained only cats and dogs. Now you don't know what to expect."

War Touching Oregon People

(By John Kelly)

WASHINGTON, D. C., Oct. 29.—The war it is generally admitted in the national capital that we are in it, even to shooting—has already begun to touch Oregon people in their way of living, the economies of the state, and it is also agreed that this is only the beginning, for no one will risk his reputation as a prophet by offering a prediction as to when peace will come, or how peace will be brought about. The war machine is gradually reaching out and seizing things heretofore customary and turning them over to the army. Copper is the first, aluminum next, and then steel and even waste paper. The glass makers are thriving now as to Oregon, there are other orders which were supposed to go to Oregon factories but wound up somewhere else.

And here it may be related that an Oregon firm was all set to take the gun mount orders when the washing machine people raised such a howl that the army turned the job over to them. The Oregon firm had been trained with educational orders for the past two years and had been told that making gun mounts would be their specialty if war came. Just another few million dollars that did not come to Oregon, there are other orders which were supposed to go to Oregon factories but wound up somewhere else.

Ralph Budd, commissioner of transportation, will soon be a difficult problem affecting the smaller communities of the northwest. He suggests that shippers cooperate with truckers by notifying them well in advance when they have a shipment, and see to it that the shipment is ready at the appointed time. Owners of trucks are advised to have their vehicles lubricated, tires inflated, and kept in prime condition; if repairs must be made, always ready to roll. Mr. Budd is a well known railroad man but is not playing favorites in his present position and his warning is intended to save much grief later when the United States gets down to production. There are about 40,000 commercial trucks in Oregon.

Quest for \$35,000,000 with which to purchase the Pacific Light & Power company brought a delegation from The Dailies to Washington a few days ago. They were representing a PUD, in connection with other PUDs on the Washington side of the Columbia. The delegation was informed that congress will not pass a special authorization bill at this session, and probably not for several years to follow. Reconstruction Finance corporation refuses to lend money to PUDs to purchase private utilities; two such proposals have been rejected. The Dailies representatives

Art Says—
That he had the pleasure of being present at the launching of the William Henry last Sunday in Portland at the St. Johns shipyard. It was a very beautiful ceremony, but there is always something to take the joy out of an occasion such as this. Some guy fell over several chairs trying to get to the boat with a sponge to sap up the overflow from the christening bottle. When he was a little late he started a cackling laugh and another fellow says, "if you got to lay it up on the crow's nest." When he discovered there wasn't any, I told him, "being's it's a Henry boat you'll find a couple hatches on it." Then he started to rail, and asked me how the bulkheads did him, he could get that dope from the steerage. I got a kick out of so many big men standing there with a stern look and bowed heads while the band played "Anchors Away." And they were half through the piece when they discovered that there was no anchor on it as yet. Looked like they were sparring for time, well that the ways it goes—Ship Aho, A. J. M.—P. S. I hope a hull lot of readers won't keel over when they read this.

Week's Weather

SHOWERS COME

Wednesday Max. Min. Prec. 72 36 00

Thursday 70 40 00

Friday 71 46 00

Saturday 65 41 00

Sunday 69 38 00

Monday 58 49 52

Tuesday 62 45 11

Ask your neighbor who borrows this paper, why he doesn't subscribe for the Argus.

Co-operation on Blackout Program Asked Cornelius

CORNELIUS—The "blackout" and test of Cornelius will be observed by Cornelius citizens Friday night. Warning for the "blackout" will be sounded by nine short blasts with a very short interval between each three blasts of a whistle. At this warning all lights of houses and cars should be turned off and left off until three short blasts of the whistle are blown. The exact time is indefinite but it is expected to be about 10 p. m. The local firemen are recruiting three men for every fireman to help them. Any one wishing to help should report to Glad Hall. People are asked to keep tuned in on their radio for warnings and description of the test throughout the country. The local fire department, ambulance and wrecker will be out on the street all ready for use if needed. The Boy Scouts will have their part to do. It is hoped that everyone will fully cooperate in this test of defense.

Rummage Sale Set Friday, Saturday

CORNELIUS—Plans are made for the rummage and white elephant sale to be held at the Hillsboro Hardware store Friday, October 31 and Saturday, November 1. Anyone who is unable to bring their donations may call the store and someone will call for them.

Jones Hospital

Jack Rodgers of Hillsboro route 3 received emergency treatment for a toe injury, October 23.

Mrs. Ida Gulick is a patient, having entered the hospital Friday for treatment of a broken leg.

J. M. Foster of Beaverton route 2, underwent a major operation Sunday.

Ruth Stewart entered the hospital Monday for medical treatment.

Ralph Gillenwater of Beaverton route 2, entered Wednesday for medical care.

Divorces Filed

Fuller-Thomas, E. vs. Edith Boudell.

Anderson-Edgar H. Jr. vs. Betty I.

proposed acquiring the private plant and operating it until such time as Benezville administration, Dr. Paul J. Rayer, would be able to take it off their hands. They were at the national capital with Administrator Rayer.

WAR COMES TO HILLSBORO

Due to defense priorities on electrical equipment, production of

ATMORAY OZONE GENERATOR

is beginning to meet with delay and may possibly be halted temporarily during the emergency. We ask those who have been considering purchases to place their orders as soon as possible to insure delivery before the bad weather sets in with the usual accompaniment of Colds, Flu, Sinus Trouble and Rheumatism.

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ING RIDE, AND ALL-FLUID DRIVE COMBINE INTO A NEW VALUE WHICH IS AN ENDURING INVESTMENT FOR THE YEARS.

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