

Survivors of Zamzam Sinking Hold Evangelistic Meeting in Hillsboro

Survivors of the sinking of an English passenger ship, the Zamzam, by a German raider in south Atlantic waters in April, Mr. and Mrs. Stanley Johnson have been Hillsboro this month appearing at evangelistic services, where he is describing adventures of the pair in their sea escape.

Mrs. Johnson is the former Golda Colvin of Forest Grove. The couple was married September 15, 1937, as a result of meeting at Walla Walla college, Walla Walla, Wash., where they were both studying. With 200 other passengers, they were on the Zamzam headed across the Atlantic from New York en route to Palestine when Mr. Johnson was scheduled to do missionary work.

Five Lifeboats
At dawn on April 17, the German raider approached the 14,000-ton Zamzam, which was flying the Egyptian flag, and fired on the vessel without warning. Four lifeboats were disabled by the volley, according to Johnson, but about 175 passengers of the ship took to sea in the five remaining lifeboats.

The German ship, which pillaged the Zamzam until afternoon when it was sunk by bombers, rescued the remaining passengers. No one was lost in the sinking, Johnson said, although 15 passengers were seriously injured by the firing which came when passengers were in bed.

Sinks Fast
Actual sinking of the Zamzam after it had been pillaged by the raider, took only about five minutes under a bombing attack, according to Johnson.

Mr. and Mrs. Johnson were held by Germany as civilian prisoners in occupied France and were later allowed to return to the United States from Spain on an American ship. They have been in this country for two months and never reached the original destination of Palestine where they planned to do missionary work.

Damage Suit Filed By William Adams

William Adams filed suit in the circuit court of Judge R. Frank Peters Monday for general damages of \$16,500 and special damages of \$533.55 against Gottfried Johnson and Della Johnson for injuries reportedly sustained in a traffic mishap, August 11, 1941.

The complaint stated that Adams was struck by a machine operated by the defendants while walking along the Tualatin highway within the city limits of Reddville, and charges reckless driving.

District Scouts Stage Ceremony

Boy Scouts, Cub Scouts, and Sea Scouts of the Hillsboro district staged their part of a national "loyalty dedication ceremony" at Hillsboro high school Monday night before a group of interested persons.

Participating were Scout troops 222 of Oregon, 227 of Cornelius, and 216, 226, 261, and 283, Cub Pack 511, and the Sea Scout Ship Rainbow of Hillsboro. Demonstrations included first class signaling requirements, second class first aid problems, and knot-tying done in complete darkness.

John West, former skipper of the "Rainbow" and co-chairman of the program with B. B. Richards, district commissioner, explained the purpose of the gathering and introduced R. R. Easter, district chairman of the Boy Scouts, who spoke briefly on the place of Scouting in the country.

Stafford Exchange Converted to Dial

The conversion of the telephone exchange at Stafford to dial automatic switching will be completed this week, according to L. A. Gritten, district manager of the West Coast Telephone company. The entire outside plant will have been rehabilitated, old style telephones replaced by modern dial instruments. The old manually operated switchboard gives place to a modern automatic installation. This conversion will link up Stafford subscribers with those at the Alsea, Beaverton, Scholla, Sherwood, and Tigard exchange, these having all been similarly changed to automatic switching during the past few months.

Honors Presented at Lions Club Meeting

At a meeting of the Hillsboro Lions club Wednesday noon, a past president's pin was presented to Earle Bowman by Jack Murton, past president of the organization, Frank Park of Portland, district governor, assisted in the ceremony.

Jerry Wieber was presented with a Lion key membership for securing two new members to the organization.

Market Prospect Good for Oregon Animal Products

An unusually favorable market outlook for poultry and dairy products and for meats and wool during the 1941-42 marketing season is indicated by a report just issued by the Oregon agricultural extension service. The report also points out that farm labor and other costs have advanced materially during the past year and may be expected to increase further, although gains made in farm prices for eggs, milk, meat and wool have been more rapid.

The longer-time outlook is problematical, as animal numbers are increasing and much uncertainty exists as to the duration of the present extremely high level of consumer purchasing power. One indicator of the current strength of consumer purchasing power is the record high level of industrial production, already 60 per cent greater than before the European war started.

Additional strength is given to the market demand for animal products by the government call for more milk, meat, and eggs in the food-for-defense program. These conditions have helped boost farm prices for dairy products 35 per cent since the war started, meat 56 per cent, eggs and chickens 30 per cent, and wool 62 per cent.

Further increase in the level of industrial production appears probable within the next year.

The demand for milk products is being emphasized by the government, particularly, to supply consumers in this country and for shipment to England, and much more meat and eggs are wanted in 1942. Although prices for feed are higher than a year ago, the total supply of feeds in the United States is larger than last year and far above average.

The number of animals is enough greater to slightly more than offset the increase in feed supplies, especially of grain. Hay supplies in relation to livestock are at record level.

Beef Pivotal
With respect to beef cattle the report says that "from a long-time viewpoint the outlook for cattle would be better if marketings in 1941-42 were heavy enough while prices are high to stop the increase in numbers. Already there are enough cattle on hand to provide more beef and veal per capita than has been consumed for many years, although not as much as a quarter century ago." This is in line with the food-for-defense goals for Oregon.

The complete report which contains several charts and statistical tables may be had in printed form from county agents or direct from the college, free to citizens of Oregon.

Flansburg to Run General Station

Lease of the modern three-pump General Petroleum service station at First avenue and Baseline street in Hillsboro was announced this week by Ralph Flansburg.

Flansburg leased the station from the General Petroleum company. He has been employed at Spencer Motor company in Hillsboro.

PUBLIC NOTICES

NOTICE is hereby given that the undersigned has been appointed administrator with the will annexed of the estate of GILLIARD A. ROYER, deceased, by the County Court of the State of Oregon for Washington County. All persons having claims against said estate are required to present them, with proper vouchers, within six months from the date hereof, to the administrator at the office of Harold M. Slade in the First National Bank Building, Hillsboro, Washington County, Oregon.

Dated this 13th day of November, 1941.
HAROLD M. SLADE, administrator with will annexed of said estate.
(NC, Nov. 13, 20, 27, Dec. 4, 11, '41)

NOTICE: The County Court of the State of Oregon for Washington County has appointed the undersigned executor of the last will and testament of LIBBIE W. CLARK, deceased. All persons having claims against said estate are required to present them, with proper vouchers, to the undersigned at the office of E. J. McAlear, First National Bank Building, Hillsboro, Oregon, within six months from this date, November 13, 1941.

CLARENCE ENNES, Executor.
E. J. McALEAR, Attorney.
(NC, Nov. 13, 20, 27, Dec. 4, 11, '41)

CONCRETE SEWER AND CULVERT PIPE IN ALL SIZES

McCormack Concrete Pipe Company
660 S. 1st Ave. HILLSBORO Telephone 1811



Sherwood's Mayor Morback Oldest in Point of Service in State—25 Plus

(By Roy L. Davidson)

On an April day, 1889, the old Peavine Express, bound to Dundee from Portland, lurched into the station at Smockville and screeched to a stop. Instantly everything was all bustle, with car doors banging open, greetings being shouted out and crewmen began the business of loading and throwing off baggage and express.

As was usually the case, most of the passengers came down the steps of the coaches to stretch their legs and get a breath of fresh air.

Among them was a sprightly young fellow, apparently in his early twenties. He walked the length of the board platform a time or two, his bright eyes missing nothing; he gazed longingly at the low hills laden with all the color and artistry of spring, then went back up the steps and into the car. But he was back again in a minute and in his hand was a battered old suitcase. He had decided on a stopover!

That was 52 years ago, this past April, and not once during all this time has that young fellow failed to enjoy the color and wizardry that spring brings to Smockville, each year. He's turned 73 now, and there have been changes; they no longer call it Smockville, but Sherwood, and he's been the town's mayor better than 25 years now. His name, just in case there's anyone who hasn't already guessed it, is Morback—J. E. Morback—better known as Mayor Morback. And if you please, he's Oregon's oldest mayor in number of years served—25 plus.

The old Peavine Express has long since gone into discard; a modern standard gauge line replaced the narrow gauge track of that mid-nineteenth century. But what fun and good-natured rivalry that wood burning Toonerville provided the early day patrons while it lasted. They called it Peavine, says Morback, because its roadbed had no gravel ballast, and come the seasonal rains, the ground became soft allowing the rails to zig here, zag there. Crooked as a peavine—speed was out of the question.

Sometimes would-be passengers trekked to the depot with ambitions to visit Portland or a neighboring town. They would spend an hour or so, watching and waiting all the while for a burst of tell-tale smoke that would herald the Peavine's approach. Then in the lengthening shadows of early evening they would wend their way disgustedly homeward, as chero-

◆lms approached and the train didn't. That was why they began calling it the Try-weekly—try and make a roundtrip to Portland and back in a week!

Farmers cut cordwood and ricked it along the track and when the engineer stopped to refuel, all male passengers aboard turned out, and at the risk of getting pitched all over their Sunday best, helped pile on the wood. It was one way of speeding things up a bit.

"Our councilmen wanted to beautify the town, so our councilman-undertaker drafted an ordinance, providing that all residents set out maple trees along their parking spaces, connected by trails. First citizen of the '80's was J. C. Smock, after whom the town took its name; he owned the store, the grist mill, the community threshing machine—just about everything of importance. The very year Morback arrived, '89, marked a forward step for Smockville. They got busy and platted the town, laid out streets. Four years later in '93, they incorporated, not as Smockville, but Sherwood.

And how did they hit on Sherwood for a name? Well here were two Englishmen in town and they said a name. It wasn't appropriate for so beautiful a wooded region—why those wooded hills were as grand as the Sherwood Forest in old England. Sherwood—the Sherwood Forest! Well, why not? They got their idea across and it's been Sherwood ever since.

Fiftieth anniversary of the town's plating was held in 1939, and what a gala occasion that turned out to be, with Mayor Morback giving the

address of the day, reviewing the past fifty years in a most entertaining manner, spiked with plenty of wit! He took occasion to dwell on some of the old ordinances which served all right in bygone days.

There was one that prohibited hitching "horses, mules, oxen or asses to fire plugs." It was a forerunner of present day yellow lines along curbs adjacent to hydrants. But as Morback points out, there were ox teams on the streets those days instead of cars, paint and paving.

"Our councilmen wanted to beautify the town, so our councilman-undertaker drafted an ordinance, providing that all residents set out maple trees along their parking spaces, connected by trails. First citizen of the '80's was J. C. Smock, after whom the town took its name; he owned the store, the grist mill, the community threshing machine—just about everything of importance. The very year Morback arrived, '89, marked a forward step for Smockville. They got busy and platted the town, laid out streets. Four years later in '93, they incorporated, not as Smockville, but Sherwood.

SUNBEAM and UNIVERSAL ELECTRICAL APPLIANCES

- HOTPLATES
- WAFFLE IRONS
- TOASTERS
- COFFEE MAKERS

BUY NOW
on
Easy Payment Plan

- ELECTRIC IRONS
- CORN POPPERS
- HEATING PADS
- MIXERS

J. T. (Jack) FOSTER
ELECTRICAL APPLIANCES — FARM MACHINERY
126 S. 3rd Ave. HILLSBORO Phone 1011

KEEP ON THE JOB

WITH Puretest VITAMIN PRODUCTS

Keeping health up to highest standards means complete diets. Often diets are lacking in sufficient Vitamins and at such times poor health gets its start. For that extra good health where diets are lacking in vitamins get Puretest Vitamin Products. There's a type for every need. Your Rexall Drug Store will show you. But be sure you get dependable Puretest Vitamins.

Delta Drug Store
"Where You Save With Safety"
HILLSBORO
Rexall DRUGS

Hillsboro Builder Has Narrow Escape

Adolph Mohr, Hillsboro contractor, had a narrow escape from death or serious injury Wednesday afternoon when a 32-gallon drum containing gas which he was heating for work on the new addition to the J. C. Penney store, exploded.

Mohr was standing close to one end of the partially filled drum when the blast occurred. Hot tar was thrown over his face and hands and one end of the metal drum flew past him and against a wooden pile approximately 100 feet away. Noise of the explosion was heard for several blocks.

The Hillsboro fire department was summoned immediately but workmen had quickly extinguished the flaming tar. No one was injured, and Mohr—unshaken by the close call—continued work on the Penney store addition.

V. F. W. Head Says Nation Needs Unity

(Continued from page 1)
A. J. Yeomans, U. S. W. V. Mayor Rogers, U. S. W. V. state department, and "Uncle" Dan Daffron, 95-year-old Civil war veteran of Forest Grove, who also marched in the parade. Special acclaim was accorded "Uncle Dan" by the gathering.

Pot-luck dinners were held at the Legion hall and the V. F. W. hall following the Armistice Day ceremonies and celebration, and both organizations jointly sponsored a dance at the Masonic Temple in the evening.

◆The town went dry. Immediately a fringe of gallon joints blossomed like a border just outside the city limits. If a fire alarm happened to (Continued on page 4)

SEE WHY THIS NEW CASE HAMMER MILL GRINDS FEED FASTER

◆ Makes the most of your power because it's so light-running... all working parts on one shaft with pressure lubricated ball bearings. More capacity because its 22-inch diameter rotor has the best balance of centrifugal action and angle of hammers to screen. Hammer tips are heat-treated each with 8 positions to renew grinding edge. Hammers, fan, and pulley all semi-rigid on shaft for safety.

ROY W. HEINRICH
J. I. Case Farm Machinery Dealer
West Baseline at City Limits—Hillsboro Phone 1062
"IN YOUR CASE—BUY A CASE"

WHY WAIT? Come on Down and Shop at Our USED CAR BARGAIN LOT!!

BARGAINS ALL—So Make Us Your Offer When You Call!

1941 Studebaker Land Cruiser Sedan, new. Overdrive

'37 Stude. Dict. Cpe., overdrive, heat.	'32 Stude. Sedan, very clean, radio
'33 Chevrolet Coach	'35 Pontiac Sedan, radio and heater
'33 Ford Sedan	'35 Chevrolet Coach
'33 Terraplane Sedan	'33 Ford Coupe

FOR CHEAP TRANSPORTATION

1929 FORD COACH, 16-inch tires	STUDEBAKER Commercial CARS and TRUCKS
1930 FORD SEDAN, very clean, 16-inch tires	
1929 STUDE. LIGHT 6 SEDAN, runs good	
1931 CHRYSLER SEDAN	

SOULE MOTORS
PHONE 992
503 W. BASELINE ST. CORNER DENNIS ST. HILLSBORO, ORE.

UNION OIL DEALER
GOODRICH TIRES & TUBES
COMPLETE AUTOMOTIVE SERVICE
CLEAN REST ROOMS

Enjoy top-flight style... and save real money every mile!

New 1942 Skyway Series STUDEBAKER COMMANDER

YOU pay much less than you would expect for this big, beautifully flight-streamed new Studebaker. And you get more in advanced styling, in brilliant engineering, in gas and oil economy—and in workmanship that stands up. You spend surprisingly little for gas and oil, when you drive this high-powered, impressive new Studebaker model—that's because Studebaker engineers have eliminated all wasteful excess bulk. Come in now and take out this smooth-performing Commander for 10 revealing miles—then turn in your present car as part payment on this Studebaker. Prices and specifications subject to change without notice—but Studebaker quality will remain constant. C. I. T. terms.

530 W. Baseline At Dennis **SOULE' MOTORS** Phone 992 Hillsboro, Ore.

SOCKO THE SEADOG

YA CERTAINLY ARE GROUCHY THIS MORNIN', SOCKO. DID YA GET UP ON THE LEFT SIDE OF THE BED? C'MON, BUCK UP, THE WORLD AINT AGAINST YA.

AW—CLOSE YER CLAM HATCH!

CAN YOU SPARE SOMETHING FOR A BLIND OLD MAN, KIND SIR?

HOW DO I KNOW YER BLIND?

BECAUSE I SAID YOU WERE KIND!

By Teddy