



Where the Victory V Rests—



Released by Keystone Features, Inc.

"Remember Pearl Harbor"

Good Luck to a Fine Graduating Group

The 1942 Hillsboro graduating class, the largest in history, was one of which any school might well be proud.

As Chairman T. P. Goodin said, if all schools in the land had the same degree of patriotism there should be no occasion to worry about the future of this country.

They are going out from high school at one of the most critical times in our history.

That scholarship and high ideals ranked high in their minds is evidenced by the fact that many of them held averages of more than 90 for their four years of high school.

Good luck and success to the members of the class of 1942.

The spotlight of publicity on the issuance of gas rationing cards should do much to eliminate a great deal of plain and fancy chiseling. No one should be treated any different than any one else—the matter of defense and war activity being the determining factor if any person is to receive a greater amount of gasoline than another.

An Ideal is 61 Today

Sixty-one years ago today the people of America gave new birth to an old ideal. They formed the American Red Cross and decreed that forevermore Mercy shall follow in the wake of war, that compassion shall never be denied Man.

Today fitting observance of that ideal will take place in many parts of the world. It will be observed as only so great an ideal can be observed—by deeds.

Today the American Red Cross flag waves below the Stars and Stripes wherever Americans fight for the defense of their freedom. That flag is carried by thousands of Americans who have striven through the years to establish the spirit of Mercy in the hearts of all men.

Yet their celebrations will not be lacking. Somewhere in the South Pacific a Red Cross nurse will soothe the feverish brow of a gallant American soldier. She will work quietly, expertly in tending his every need.

Somewhere on the broad seas a Red Cross worker accompanying troops to distant scenes of action will join in entertaining the men, lift their spirits, bring smiles to their lips.

A life will be saved by the use of blood plasma donated by America through the Red Cross to the fighting defenders of a way of life.

That is all the celebration the American Red Cross desires on its sixty-first birthday.

Let's All Give Help In Clean-Up Week

Wholehearted co-operation of all Hillsboro residents should be forthcoming in the annual clean-up week here May 25 to 30. There is much room for a lot of improvement—such as clearing away old rubbish, keeping the grass and weeds cut down in all parkings and lots, private and public, and many other things.

Remember clean and orderly surroundings are helpful to morale. Let's get busy. Clean-up time is set for next week, and while we are doing that why not give some thought to city beautification? It has been suggested by several organizations that we should make the Hawthorn tree the official tree for Hillsboro—and why not? Nothing is prettier than a street lined with Hawthorn trees when they are in bloom, and after the bloom falls their lacy looking leaves remain green during the entire season. Now is a good time to decide this question as Hawthorns are in full bloom.

A nurse arrested for driving while intoxicated probably wanted to experiment with methods for nursing a hangover.

In Days Gone By Fifteen Years Ago

Argus, May 19, 1927—Attempt to raise big flag pole on courthouse square fails when the pole swung to one side and crashed to ground. Luckily no one in the large crowd present was injured.

Miss Georgia Benson of Portland and Paul Patterson of Hillsboro married in Portland May 18. Mrs. Caroline Walter dies at North Plains May 14.

Argus, May 23, 1912—Ed B. Winters of near Cornelius fatally injured when kicked by horse. Hillsboro beats Banks 12 to 1. One hundred thirty-two students pass state eighth grade exams in county.

City council takes action to pave 15 city blocks. Mrs. R. H. Greer elected president of Oregon Rebekahs at grand lodge session at Pendleton.

Argus, May 20, 1907—The McMinnville Reporter has the following to say of Hillsboro and its band: "At Hillsboro the citizens erected a splendid pagoda in the public square for their musicians and in return they are getting weekly Saturday concerts, drawing the people to town with their trade, and cheering and enlivening the spirits and moral natures of all who hear. Besides this, sacred Sunday afternoon concerts are thrown in."

Two reports released in Salem this week reflect the continuing improving employment situation. Records of the employment service show only 17,532 job applications on file, the lowest in the history of the department. A year ago there were 33,815 persons seeking jobs through this agency, nearly double the present figure.

Practically all of the current job seekers are unskilled workers who are not qualified to fit into the present defense program with industries begging for thousands of workers to fill jobs. At the same time the unemployment compensation commission reported that April benefit payments totaled only \$202,568, or 26 per cent under payments for April, 1941.

When the legislature of 1929 enacted a law providing for the serving of summons against non-resident motorists involved in automobile accidents through the secretary of state, the law makers left a gaping loop hole through which a California motorist has just escaped the consequences of a damage action. The motorist in question, one James E. Gardner of Suisunville, California, refused to accept service of summons through the secretary of state on the ground that he was not

the owner of the car which he was driving at the time of the accident. This contention was upheld by the state supreme court last week in an opinion in which it was held that the act of 1929 applied only to non-resident automobile owners.

According to the annual report of A. A. Rogers, state superintendent of banks, the banks of this state reported resources of \$503,355,169 at the close of 1941, a gain of more than \$90,990,000 during the year, and approximately \$20,000,000 in the past four years.

Pre-election estimates of a 40 per cent vote were approximately correct as revealed by Friday's voting with the republicans polling slightly more than 50 per cent of their registration because of the greater interest in the gubernatorial contest and the democrats slightly less than 30 per cent of their registration.

The patriotism of Oregon's volunteer army of harvest hands will be put to the acid test within the next week or so when a call will go out for more than 50,000 men, women and children, mostly in family groups, to enable the army and navy to get to the rapidly expanding battle fronts.

The house passed and sent to conference a bill increasing the monthly pay of enlisted men in the armed forces as follows: private or apprentice seaman, from \$21 to \$50; first class private or second class seaman, from \$36 to \$54; corporal or first class staman, from \$54 to \$66; sergeant or third class petty officer, from \$60 to \$78; staff sergeant or second class petty officer, from \$72 to \$96.

Price Administrator Henderson said the American standard of living will be reduced to the depression-bottom level by the end of 1943. Civilian purchasing power will be about three times the 1932 figure while available consumer goods will decrease 24 per cent in 1942.

Materials—America's motorized millions are wearing irreplaceable rubber from their tires at an average rate of 3 1/2 per cent a month, the OEM reported. Normal U. S. consumption of 766,000 tons is half the

world's supply and is used for 30,000,000 pleasure cars and 4,000,000 trucks and buses which are driven an average of 500 billion miles a year, the OEM said. To date about five per cent of U. S. tires are large, heavy-duty tires. Large amounts of rubber imported by the U. S. in 1941, were placed in stockpiles against the emergency, but the average of 93 per cent of normal supplies of rubber has been overrun or isolated by the Japanese.

Price Administrator Henderson said the American standard of living will be reduced to the depression-bottom level by the end of 1943. Civilian purchasing power will be about three times the 1932 figure while available consumer goods will decrease 24 per cent in 1942.

Materials—America's motorized millions are wearing irreplaceable rubber from their tires at an average rate of 3 1/2 per cent a month, the OEM reported. Normal U. S. consumption of 766,000 tons is half the

world's supply and is used for 30,000,000 pleasure cars and 4,000,000 trucks and buses which are driven an average of 500 billion miles a year, the OEM said. To date about five per cent of U. S. tires are large, heavy-duty tires. Large amounts of rubber imported by the U. S. in 1941, were placed in stockpiles against the emergency, but the average of 93 per cent of normal supplies of rubber has been overrun or isolated by the Japanese.

Babson is Getting Concerned

(By Roger W. Babson)

AKRON, Ohio—I am out here again, this time on the tire situation. My interest is far deeper than what it means to you and your pleasure car. Next to banking, tires are the most necessary part of almost all industry. The financial, commercial, farming, professional, and manufacturing business of the nation runs on pneumatic tires. To have these tires eliminated by a long war would be a great blow to the nation. Hence the boys in Washington should count ten before saying or doing anything hasty.

What About Rubber? Since I first wrote on the tire situation the Japanese have seized rubber to 90 per cent of the world's commercial bearing rubber trees. We have enough raw rubber in stock piles to supply our war needs until our new synthetic plants get going. The tire situation is a commercial bearing rubber tree. We have enough raw rubber in stock piles to supply our war needs until our new synthetic plants get going. The tire situation is a commercial bearing rubber tree.

The only hope I can give is that we really need rubber pneumatic tires only for the two rear wheels. Furthermore, cars are now being run without such tires on the front wheels. Webber college students at Babson Park, Fla., who have made a project of the tire problem, are operating cars with iron bands welded to the front rims, also one with wooden tires on the front rims. They now are testing out an another car with the rims filled with cement. These cars make 30 miles. The tires are made of a mixture of wool and must be steered carefully or they will slip. Such front wheel tires are hard on the bearings of a good car.

The Future Tire The tire industry is working day and night to solve the problem of getting a rubberless tire both tough and resilient. The best bet now seems to be a tire made of wood and covered with a cotton rope fibre 1 1/2 inches thick protected on the sides with a metal flange and embedded in a concrete support unaffected by heat or cold standing. Such tires should go about 1000 miles. Unless the resilient qualities are secured, we must look up our front end wheels at night to prevent "flats". Unfortunately, rubber is the only known product which has both 100 per cent toughness and 100 per cent elasticity. It is a marvelous product—almost miraculous.

Of course, if sufficient rubber were available, we could get along by retreading, recapping, etc. Reclaimed rubber also has possibilities. It is a waste of time to find it necessary to put on a tire the honest raw rubber. This the government will not allow the tire industry to do except under a rationing plan. The tire industry has followed every lead and hunted for a substitute over for a solution. Frankly, the situation looks bad. I'm returning home from Akron with one resolve—let's treat our present tires as gently as a new one. Next to my wife and children, I shall consider the tire.

Voters Run True to Form

(By A. L. Lindbeck)

SALEM—In turning thumbs down on Governor Sprague, the voters of Oregon have run true to form. Not since Governor Whycomb was re-elected in 1912 has there been a change of honor here conferred to a new executive of this state. Incidentally Whycomb is the only republican to have been elected to a second term as governor since statehood.

In that period of 84 years only four governors have been re-elected to that high office. The other three were democrats—LaFayette Grover in 1874, Sylvester Penney in 1890, and George E. Chamberlain in 1906.

The Senior Citizens Annuity committee, a group of Salem men interested in the welfare of the aged, interested for the needy aged, have initiated a measure providing for a system of state old age retirement benefits. The measure, which it is hoped to present to the voters in November, provides for the payment of monthly retirement insurance to every resident of the state 65 years of age or over whose annual income does not exceed \$240. The plan would be financed by 20 per cent premiums of not less than \$2 levied against every able bodied adult regardless of earnings. Persons with large incomes would pay proportionately more into the fund. The amount of retirement pay would be determined by dividing the amount in the annuities fund each month by the number of recipients for retirement pay. In addition to the premium payments from individuals the state would require a certain amount from its tax revenues an amount equivalent to 50 cents for each dollar of premium collected.

Two reports released in Salem this week reflect the continuing improving employment situation. Records of the employment service show only 17,532 job applications on file, the lowest in the history of the department. A year ago there were 33,815 persons seeking jobs through this agency, nearly double the present figure. Practically all of the current job seekers are unskilled workers who are not qualified to fit into the present defense program with industries begging for thousands of workers to fill jobs. At the same time the unemployment compensation commission reported that April benefit payments totaled only \$202,568, or 26 per cent under payments for April, 1941.

When the legislature of 1929 enacted a law providing for the serving of summons against non-resident motorists involved in automobile accidents through the secretary of state, the law makers left a gaping loop hole through which a California motorist has just escaped the consequences of a damage action. The motorist in question, one James E. Gardner of Suisunville, California, refused to accept service of summons through the secretary of state on the ground that he was not

the owner of the car which he was driving at the time of the accident. This contention was upheld by the state supreme court last week in an opinion in which it was held that the act of 1929 applied only to non-resident automobile owners.

According to the annual report of A. A. Rogers, state superintendent of banks, the banks of this state reported resources of \$503,355,169 at the close of 1941, a gain of more than \$90,990,000 during the year, and approximately \$20,000,000 in the past four years.

Pre-election estimates of a 40 per cent vote were approximately correct as revealed by Friday's voting with the republicans polling slightly more than 50 per cent of their registration because of the greater interest in the gubernatorial contest and the democrats slightly less than 30 per cent of their registration.

The patriotism of Oregon's volunteer army of harvest hands will be put to the acid test within the next week or so when a call will go out for more than 50,000 men, women and children, mostly in family groups, to enable the army and navy to get to the rapidly expanding battle fronts.

TICKLERS

(By Roger W. Babson)

Statistics show that the nation's biggest stock pile of rubber now in tires—some 150,000,000 of them. This is now in John Q. Public's hands. When the tire industry puts upon the market the solid cushion cotton tire—applied tire above described, we cannot go over 30 miles an hour. Yet, if we all would now continue our driving to 30 miles, our present tires would last for the duration. This is due to the following statistical fact for which I tip my honor vouch: If a tire is good for a certain mileage running 60 miles per hour, it will give a double the mileage at 40 miles and three times the mileage at 30 miles per hour. The tremendous importance of this fact cannot be over-emphasized. It should be pasted on every windshield.

Hence, if we have any sense, we will "love, cherish, conserve, and obey" our tires from this day on! This is no threat nor nonsense. I'm giving you the real deal. The answer to your tire problem is three-fold: (1) Get up a half hour earlier every day and start each trip earlier so you CAN drive 30 miles per hour and not get in a hurry. (2) Avoid sudden stops and starts as these are very bad on tires. (3) Double up when going to work or to market or anywhere else. This means you car less—cutting down on the mileage to see. Follow these rules and you have nothing to fear. Moreover, you will be subject to no more hardship or inconvenience than you would be with iron, wood, or cotton tires on your front wheels. With them you cannot go over 30 miles and they may be expensive.

What About Legislation? One of the most harmful statements made in the past few days came from Washington suggesting that our good tires might be commandeered and taken by the government. This caused millions of people to say: "If the government is to take my tires, why try to save them?" This attitude explains much of the fast driving with careless stops and starts which we see today. Now, it is what we are trying to bring about. Have every community greatly increase its traffic squad, financing the same with a fee of fifty cents to be paid by every driver every time he is caught going over 30 miles an hour, and 40 miles between cities.

Keep a list of those who are caught speeding with the understanding that if it ever is necessary they will be taken only from those who have been caught for speeding. Moreover, the first tires seized should be from those who have been caught for speeding. Of course, the rationing of gasoline or a higher gasoline tax would help the tire situation, but it will not solve the real problem. One of the best suggestions is to prohibit all night and Sunday driving without a permit. This should be done under the plan above described. Only such a plan will insure the faithful of their lives, and the sinners of their punishment. I know this is not New Deal doctrine, but it is the religion America must return to if we are to save democracy.

Acting OPA Tire Rationing Chief Phillips said manufacturers and dealers have a total stock of only 7,000,000 to 8,000,000 tires when most last for the duration. Under Secretary of War Patterson said apathy—an invisible barrier to maximum arms production is being dissolved by the war department's industrial morale campaign.

President Roosevelt announced April Lend-Lease aid totaled \$677,000,000—all time such monthly figure equal to the total of exports for the first six months of the program, bringing the total of such aid since March, 1941, to \$2,323,000,000. He said the program in April was at an annual rate of \$8,000,000,000, compared with an annual rate of \$4,000,000,000 last December. The White House said the production of such materials and other industrial materials had steadily increased until now the major part of aid is supplied in the form of finished munitions.

In the direction of the president, Admiral Hoover, commander of the Caribbean sea front, and Samuel Reber, assistant chief of the European affairs division, state department, went to Martinique to seek "with the French high commissioner there an understanding with respect to the local problems presented by the French possessions in the Caribbean area" arising out of the Laval "collaboration policy." Admiral Hoover was authorized to propose an arrangement under which the French flag would continue to fly over French Caribbean possessions, French sovereignty would remain unchanged, and Admiral Robert would continue to be recognized as the ultimate governing authority, in return for assurance from French authorities that the French Caribbean Atlantic coast area will not furnish aid or comfort to the Axis forces.

President Roosevelt said American forces are getting into the world fight more and more, and in new places all of the time. He said the increasingly far flung fight calls for increasing numbers of transport planes to enable the army and navy to get to the rapidly expanding battle fronts.

The house passed and sent to conference a bill increasing the monthly pay of enlisted men in the armed forces as follows: private or apprentice seaman, from \$21 to \$50; first class private or second class seaman, from \$36 to \$54; corporal or first class staman, from \$54 to \$66; sergeant or third class petty officer, from \$60 to \$78; staff sergeant or second class petty officer, from \$72 to \$96.

Price Administrator Henderson said the American standard of living will be reduced to the depression-bottom level by the end of 1943. Civilian purchasing power will be about three times the 1932 figure while available consumer goods will decrease 24 per cent in 1942.

Materials—America's motorized millions are wearing irreplaceable rubber from their tires at an average rate of 3 1/2 per cent a month, the OEM reported. Normal U. S. consumption of 766,000 tons is half the

world's supply and is used for 30,000,000 pleasure cars and 4,000,000 trucks and buses which are driven an average of 500 billion miles a year, the OEM said. To date about five per cent of U. S. tires are large, heavy-duty tires. Large amounts of rubber imported by the U. S. in 1941, were placed in stockpiles against the emergency, but the average of 93 per cent of normal supplies of rubber has been overrun or isolated by the Japanese.

Price Administrator Henderson said the American standard of living will be reduced to the depression-bottom level by the end of 1943. Civilian purchasing power will be about three times the 1932 figure while available consumer goods will decrease 24 per cent in 1942.

Materials—America's motorized millions are wearing irreplaceable rubber from their tires at an average rate of 3 1/2 per cent a month, the OEM reported. Normal U. S. consumption of 766,000 tons is half the

Letters from Service Men

(By Moyer)

Transferred To the Argus—I have been transferred here, Lowry Field, Col. I will be here for some time now and would like to have you send your paper to me at this new address. My new address is: P.O. Box 1, HENRY E. CHENEY, 3635th School Squadron, Lowry Field, Colorado 80108.

Happy to Receive It Dear Sirs—I received a copy of your paper and am happy to have received it. It is a real consolation to read your home town paper after so many other papers. I hope you will continue in the future as you have in the past. Yours truly, PVT JOHN DEVLAMINCK, 3635th School Squadron, Lowry Field, Colorado 80108.

For Your May Day Cognition Editor's Note: Lt. Dickinson is a Washington county boy and attended Linfield college in McMinnville. Rather than writing a verbose editorial about the glorious traditions of May Day or about the many famous students and friends of the college who will be on the campus today, the Review has taken this letter from Dr. Everett's student body as a thought for May Day this year. The writer was himself once a member of a May court here.

Monday, March 16, 1942 Dear Mr. Everett: I must apologize for the lack of a heading but as you know there are times and places when one does not indicate where he is. Even if it were possible to head this I would be very much at a loss as to just where I am.

The only indication that I am able to give is that I am sure a member of the shell-backs and that the dipper has finally faded from view. Just where my destination will be is still pretty much a matter of conjecture. We have the uniforms and some mosquito netting which is a pretty fair indication of what may be in store for me. I may get to see Kenneth Jernstedt one of these days but I don't know for sure. I hope that Herm Larsen has given you my regards whenever you may have dropped into the station. I had intended to write and say how much I enjoyed having you going with me but we moved so fast after war was declared there wasn't much time for anything but official business. Since I last saw you I have had a change of heart. My bars changed to silver which made me very happy. I only hope that when the big test comes I will not let you down. At any rate I'm trying to do my best wherever orders may take me. I'm still in the adjutant's office which keeps me occupied pretty much of the time. I am very glad to see you and to keep busy. It prevents me from going stale and thinking too much about the friends at home. It is hard to realize that only a short distance of home and friends and now I am on a mission that may prevent my ever seeing any of you again. I'm not sorry. If I am called away from the line of duty it will be because I hope to be an American, and because I think that regardless of mistakes, our way of life is worth dying for. My government stands for it. If only more of the people at home begin to realize that fact we will come out on top. If they will only forget their own troubles and work for the common cause, that of destroying the enemy. Since seeing the status of Liberty fade in the distance I have wanted to get that point across.

There are several of us from Linfield together. I didn't hear of any of them getting sea sick. But there may still be time for that before we get to our destination. Manley is with us, Harry White and a few more. We all send greetings to you at Linfield. I for one will carry the many happy memories of school days with me. I hope and hope that some day I shall see you all again. We read about the service flag that hangs in the hall of McKee and the stars it contains. If the Gods will I hope the stars don't have to be changed to gold. But that is something we are unable to control.

The best of luck to you at Linfield and the well wishes for all. May God be with you in your work in building a greater school and the ideals for which it stands.—SINCELEY M. DICKINSON, Jr., 1st Lt., Inf.

Shipping President Roosevelt asked Congress to increase the WSA war risk and finance fund by \$210,000,000 because it is needed to pay claims for shipping losses. WSA Administrator Land announced the Administration and maritime unions have reached an agreement for wages hours and working conditions of officers and men employed on U. S. merchant ships owned or operated by WSA.

Finances The WPB reported April war expenditures totaled \$3,421,000,000, compared with March expenditures of \$2,987,000,000. Budget Director Smith said state and local taxes should be maintained as part of the fight against inflation, even though curtailment of relief and other programs and the doubling of war production in the next year will reduce state and local expenditures and undoubtedly bring public demand for reduction of taxes. Treasury Secretary Morgenthau said the department is studying a proposal to charge a small fee to pay for the cost of examining income tax returns and is considering action to prevent evasion of excise taxes by sudden and extremely high salary increases of officials and employees.

Civilian Supply Manufacturers whose sales for the year ended June 30, 1941, totaled more than \$2,000,000, or those in any one of the 39 "labor saving" areas, cannot produce domestic cooking and heating stoves (except electrical equipment) after July 31, the WPB stated.

Price Administrator Henderson said the American standard of living will be reduced to the depression-bottom level by the end of 1943. Civilian purchasing power will be about three times the 1932 figure while available consumer goods will decrease 24 per cent in 1942.

Materials—America's motorized millions are wearing irreplaceable rubber from their tires at an average rate of 3 1/2 per cent a month, the OEM reported. Normal U. S. consumption of 766,000 tons is half the

world's supply and is used for 30,000,000 pleasure cars and 4,000,000 trucks and buses which are driven an average of 500 billion miles a year, the OEM said. To date about five per cent of U. S. tires are large, heavy-duty tires. Large amounts of rubber imported by the U. S. in 1941, were placed in stockpiles against the emergency, but the average of 93 per cent of normal supplies of rubber has been overrun or isolated by the Japanese.

Price Administrator Henderson said the American standard of living will be reduced to the depression-bottom level by the end of 1943. Civilian purchasing power will be about three times the 1932 figure while available consumer goods will decrease 24 per cent in 1942.

Materials—America's motorized millions are wearing irreplaceable rubber from their tires at an average rate of 3 1/2 per cent a month, the OEM reported. Normal U. S. consumption of 766,000 tons is half the

HILLSBORO ARGUS Hillsboro Argus, 1904—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 OFFICIAL NEWSPAPER OF WASHINGTON COUNTY Subscription Rates Strictly Cash in Advance Per Year (in Washington County) \$2.50 Outside Wash. County \$2.50 Outside U. S. \$2.50 Member: Oregon State Editorial Association and National Editorial Association Largest A. B. C. Weekly Circulation in the West W. VERNER MCKINNEY Editor-Manager EMMA C. MCKINNEY Associate Editor Ed. C. Gross Advertising Manager Sidney G. Hawkins News Editor Mabel B. Cronan Circulation Manager Dorothy Harris Bookkeeper John L. Laury Compositor Gerald E. Davidson Printing Superintendent E. Howard Hillis Operator-Fresman A. E. Edwards Operator-Printer Bob Farrow Apprentice-Printer In the Service

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.