

Warning Given On Seeing Eye Dog Solicitation

Warning that no one has been authorized by The Seeing Eye, Inc. to solicit funds for the purpose of supplying dog guides to blinded members of the armed forces was issued this week by Ed L. Moore, secretary of the Hillsboro chamber of commerce. He declared that in many sections of the country individuals and organizations are soliciting funds for this purpose without first obtaining authorization.

The Seeing Eye is not authorizing anyone to raise funds in its name for the purpose of supplying dog guides to blinded members of our armed forces, declared Henry A. Colgate, president of the Seeing Eye, in a letter to the chamber of commerce. "The Seeing Eye provides dog guides to service men without cost to the men or to the federal government, and is giving them priority over all other applicants. This need is, however, being met from the general funds of the organization for the following reasons:

"Contrary to popular belief remarkably few service men have to date been blinded in action. If casualties of this type continue at their present low rate, the demand from our armed forces will not be greater than the Seeing Eye can fill in its regular schedule.

"Some veterans will refuse a dog guide, or will be too badly injured in other ways to use one. This number will be reduced still further.

"Realizing the generosity of the American people, the Seeing Eye foresees a grave danger of building up within this and other organizations a large sum of money earmarked for a purpose for which they may never be needed in their entirety. Unless the need becomes much greater than is at present indicated, this organization has conscientiously encourage such action."

The Seeing Eye is a non-profit organization and is dependent on public support for its existence. Colgate declared. Contributions and memberships for the general purposes of the school are gratefully received, and should be sent directly to the Seeing Eye at Morristown, N. J. The general purposes include dog guides for both civilian and military blind; the military are being given priority. The Seeing Eye does not employ solicitors and does not sponsor benefits or the sale of tickets or articles of any kind.

Only those dogs trained at the Seeing Eye, Morristown, N. J. school are Seeing Eye dogs. The name is copyrighted and the school has no branches. Its work is national in scope.

Four-Way Race Set For House Offices

(Continued from page 1)

clerk; J. W. Connell, county sheriff; and J. E. Carpenter, county assessor.

Only other race in the county beside that for state representatives is on the non-partisan ballot for county school superintendent. Austin Scriffard, who was appointed to fill the vacancy created by the death of the late B. W. Barnes, is a candidate for re-election. R. J. Haas, Aloha-Huber grade principal, is the other candidate.

Closing of candidate filings failed to produce any democratic aspirants for county offices. Loned candidate for any democratic nomination is Jacob Schmitt who filed for constable of the Beaverton justice of the peace district. R. L. Carroll is running for the same post on the republican ticket, as is the present incumbent, A. H. Barron. Republican filings for posts in the various justice of the peace districts this week found W. A. Root of Tigard entering the race against James S. Barber of Tigard for route 1 for justice of the peace of the new Sherwood-Tigard district. J. R. Peppard filed for re-election as constable in the Hillsboro area.

Additional filings this week for republican precinct committeemen were: Marian A. Moore, Banks, 28; Matilda Macrum, Hillsboro, 51; Lillian M. Thynge, Beaverton, 56; Joseph Werre Jr., Cornelius route 2, 15; J. O. Johnson, Portland route 6, 7; Earl Reiser, Sherwood, 2; Mrs. Alice Gilstrap, Hillsboro, 44; Arthur P. Ireland, Forest Grove route 2, 29; Mary E. Paul, Forest Grove, 46; Cora D. Potwin, Forest Grove, 45.

Democratic candidates for precinct committeemen filing this week were: J. W. Vandervelden, Forest Grove, 18; George and Mary Kurtz, Gerson route 1, 21; Anne Collinge, Cornelius, 17; Ida B. Thompson, Aloha, 39; Ida M. Lockett, Forest Grove, 44; Otto C. Voges, Cornelius, 34; Lester and Mollie I. Landingham, Tigard route 1, 5; Mary L. Roberts, Forest Grove, 45; Ella Albrecht, Burnan, 26; Elsie M. Cruse, Hillsboro, 48.

Sports

Hilhi Thin-clads Win Triangle Meet Tuesday

Hillsboro's Spartan thin-clads won the opening track meet of the 1944 season Tuesday afternoon by edging out the Beavers 48 to 46 in a triangle meet. Scappoose, the third team in the meet, finished with 32 points.

Jack Doyle of the Spartans was high man in the clash with first in the 120-yard high hurdles and second in the 100-yard dash. Scappoose won first place in the 440-yard dash, 220-yard dash, McCann took first spot in the 880-yard run, while Lynn Hall won first in the broad jump. A first place by the relay rounded out the Hilhi victories.

Next competition for the Spartans will be the Tualatin-Yamhill valley meet April 14 at Beaverton. Summary:

120-yard high hurdles—Doyle, Hillsboro, Time, 14.1.
100-yard dash—Doyle, Tualatin, Beaverton; Martin, Scappoose; Time, 15.5.
440—Arrington, Hillsboro; McCann, Scappoose; Wicht, Scappoose; Time, 55.2.
880—Young, Beaverton; Turner, Beaverton; Richardson, Hillsboro; Time, 2:10.
220—Arrington; Anderson; Duhaime, Beaverton; Time, 2:11.
440—Doyle, Hillsboro; Johnson, Beaverton; Haquist, Scappoose; Time, 2:11.8.
880—Doyle, Hillsboro; Johnson, Beaverton; Springer, Beaverton; Anderson, Young, Beaverton; Distance, 47 feet 7 inches.
1600—Richardson, Hillsboro; and Kavin, Scappoose, tied for first; Berger, Beaverton; Height, 19 feet.
3200—Doyle, Hillsboro; Huserik, Beaverton; Springer, Distance, 132 feet 19 inches.
5500—Doyle, Hillsboro; Huserik, Beaverton; High Jump—Shaner, Scappoose; Doyle, Van Horn, Beaverton; Height, 5 feet 1 inch.
Javelin—Springer, McKnight, Beaverton; Young, Distance, 112 feet 10 inches.
Broad Jump—Hall, Hillsboro; Turner, Anderson, Distance, 18 feet 3 inches.
Relay—Hilhi, Scappoose; Beaverton; Time, 1:39.2.

Baseball Game Scheduled Here Next Wednesday

Spring Tualatin-Yamhill valley league sports schedule will get underway with a baseball game with the Tigard nine slated on the local diamond Wednesday and a track meet on the Beaverton cinderpath Tuesday afternoon.

Baseball game, slated for 3 p. m. Wednesday, will be the first of a 10-till slate for the Spartan nine. Although weather has limited practice in the Hilhi camp, Coach Al Bogue has announced the following probable starting lineup: Norm Schulmerich, catcher; Walt Turner, pitcher; Dick Chamberlain, first base; Don Engeldinger, second base; Bob Morrison, short stop; Elmer Meltebeke, third base; Jack Siegrist, center field; and Gilbert Howell, left field. The spot at right field is still wide open.

The track meet at Beaverton Tuesday afternoon will probably be a dual affair, although the Forest Grove Vikings have been invited to compete. Bogue reports that his distance men are showing good progress in the few practices possible to date.

**Sgt. Frank Emmens
Returns to Station**
COOPER MOUNTAIN—Sgt. Frank Emmens returned to his army post in Washington after a 15-day furlough. His brother Gale of the coast guard, was home on a week end leave. This is the first time the brothers have had leave at the same time.

Sailor on leave
Dean Beard came home from Farragut, Idaho, where he has been in navy boot training. He has a 15-day leave.

W. E. Moore from Caldwell, Idaho, is here visiting his brother, R. B. Moore, and father, W. J. Moore, who is very ill. A sister, Mrs. Paul Ports from Los Angeles, Cal., is also visiting at the R. B. Moore's.

A party for Sharen and Shirley Savage was held at their home on Saturday in honor of their sixth birthday anniversaries.

The East Cooper Mountain Wednesday club met at the home of their new member, Mrs. Nelson, on the Frank Laurie place, March 29. This week's meeting was at the Frank Stock home.

Mrs. Alex Reusser and two children, Myrtle and Billie have returned to their home in Portland, after visiting at the home of their grand parents, Mr. and Mrs. W. J. Kappes on Huber avenue.

Save-to-Save Heroes' Lives!

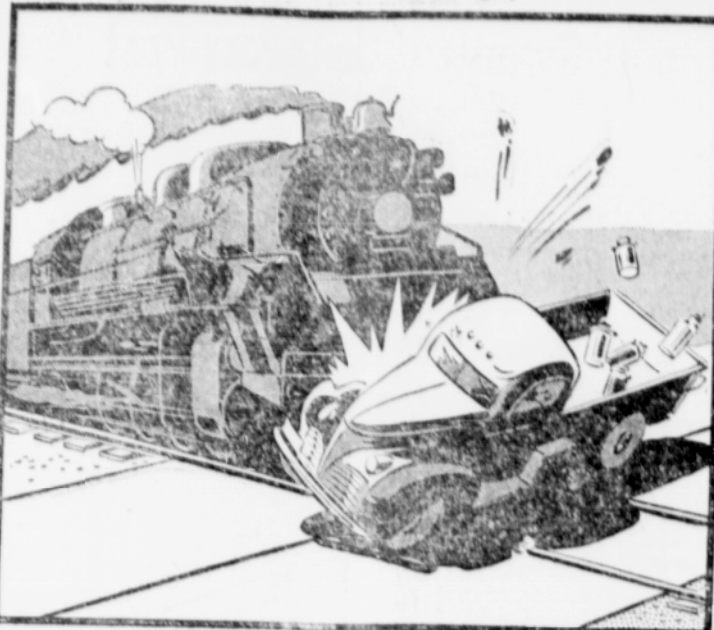
Look! Listen! Live!

For five years the grade crossing involved in the accident shown here had been on the driver's route. He drove over it every day at almost exactly the same hour and minute. He never met a train there before, and that old monster familiarity bred contempt for possible accident hazards.

But we're in a war and far more trains are running than in peacetime. It's "train time" at crossings much more frequently. Just before he lost his life, this driver drove onto the crossing in the path of a freight train. The accident occurred in daylight and the view of the truck driver was unobstructed. The train was delayed two hours.

For safety's sake, figure that it's train time all the time at all grade crossings.

The National Safety Council is conducting a special campaign to stop these accidents, which every day delay 38 trains a total of 22 hours—a damaging blow to the nation's war transportation efforts. Driver-carelessness is the cause of almost all grade crossing accidents,



according to the Council. To help win the war and to save yourself and others needless suffering, the

Council asks you to be sure the track is clear before you start to cross.

of an approaching train may be heard.

4. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

5. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

6. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

7. When approaching grade crossings, slow down, be prepared to stop.

Telegrapher Dies Here;

Burial in Pennsylvania

Charles Lacey died at a local hospital Monday. He first came here six years ago as a telegrapher and has been employed in this work at various points on the Southern Pacific railroad during the past three years. He was recently located at Brooks, Mr. Lacey is survived by his mother, Mrs. Annie Lacey, and sister, Mrs. M. H. Skehan, both of New York. The remains are being shipped to Williamsport, Pa., for burial by Donelson & Sewell.

Remember, in Argus Classified Ads, The More You Tell—The More You Sell.

Indicative of the activity at many Oregon grade crossings, the

safety division declared that at one crossing in an Oregon county, not Portland, a traffic count

showed 1870 motor vehicles using the crossing daily. This same

crossing handles 66 separate train movements during the same 24-hour period. At this particular

crossing, there have been 20 accidents in the past 10 years, three of which resulted in fatalities. Two of these fatalities occurred during the past 12 months.

These safety precautions were suggested by the safety division as means of preventing grade crossing accidents:

1. Stop at all mainline crossings on streets or highways.

2. When a train is approaching, allow it to pass before proceeding across the tracks.

3. Make sure driving window is rolled down when approaching tracks so that the warning whistle

can be heard.

4. Stop at all mainline crossings on streets or highways.

5. When a train is approaching, allow it to pass before proceeding across the tracks.

6. Make sure driving window is rolled down when approaching tracks so that the warning whistle

can be heard.

7. When approaching grade crossings, slow down, be prepared to stop.

8. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

9. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

10. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

11. When approaching grade crossings, slow down, be prepared to stop.

12. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

13. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

14. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

15. When approaching grade crossings, slow down, be prepared to stop.

16. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

17. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

18. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

19. When approaching grade crossings, slow down, be prepared to stop.

20. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

21. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

22. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

23. When approaching grade crossings, slow down, be prepared to stop.

24. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

25. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

26. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

27. When approaching grade crossings, slow down, be prepared to stop.

28. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

29. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

30. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

31. When approaching grade crossings, slow down, be prepared to stop.

32. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

33. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

34. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

35. When approaching grade crossings, slow down, be prepared to stop.

36. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

37. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

38. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

39. When approaching grade crossings, slow down, be prepared to stop.

40. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

41. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

42. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

43. When approaching grade crossings, slow down, be prepared to stop.

44. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

45. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

46. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

47. When approaching grade crossings, slow down, be prepared to stop.

48. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

49. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

50. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

51. When approaching grade crossings, slow down, be prepared to stop.

52. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

53. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

54. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

55. When approaching grade crossings, slow down, be prepared to stop.

56. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

57. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

58. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

59. When approaching grade crossings, slow down, be prepared to stop.

60. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

61. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

62. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

63. When approaching grade crossings, slow down, be prepared to stop.

64. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

65. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

66. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

67. When approaching grade crossings, slow down, be prepared to stop.

68. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

69. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

70. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

71. When approaching grade crossings, slow down, be prepared to stop.

72. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

73. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

74. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

75. When approaching grade crossings, slow down, be prepared to stop.

76. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

77. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

78. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

79. When approaching grade crossings, slow down, be prepared to stop.

80. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

Labor Editor Talks At Meeting Here

(Continued from page 1)

source to development of an expanding economy by enabling private enterprise to build up reserves now for that day and to preserve the free institutions that make private enterprise possible.

An all-service club day to provide blood donors for the April 24 visit of the Red Cross "blood mobile" was announced by John Kovaly.

W. G. Ide, county salvage chairman, reported that 150 tons of paper had been turned in up to March 13.

Stanley Hubbard played xylophone numbers with Charles Walker accompanist.

The vitamin B2, riboflavin, helps keep your hair lustrous, your skin healthy, and your eyes shining. Get your supply from milk, liver, kidney, eggs, lean meat and fish, green leafy vegetables, whole wheat or enriched bread, and whole wheat cereal.

Few words, big results, little time—want ads.

How to Hold

FALSE TEETH

More Firmly in Place

Do your false teeth annoy and embarrass you when you eat, laugh or talk? Just sprinkle a little FASTEETH on your plates. This alkaline (non-acid) powder holds false teeth more firmly and more comfortably. No gummy, greasy, pasty taste or feeling. Does not sour. Checks "plate odor" (denture breath). Get FASTEETH today at any drug store.

All the firemen going to church Sunday... Ed Sahnow cutting his chin when fire siren blew... Bill Joos having his breakfast disturbed by a fire siren... Don Baker liking the new sights at the Argus office.

Tom Shuck finishing up 27 years of barbering in his present location... Blanche McCormick delivering bank statements... Otto Voges seeking rainfall information... Mrs. Thomas Meagher having an interesting potato display... S. E. Selfridge getting emergency delivery of rubber stamps... John Ryan starting his 35th year of mail service... Richard Hansen finding two-petaled trillium... J. O. Johnson passing out camellias.

Advertise your odds and ends—count your profit in fives and tens.

Remember, in Argus Classified Ads, The More You Tell—The More You Sell.

Indicative of the activity at many Oregon grade crossings, the

safety division declared that at one crossing in an Oregon county, not Portland, a traffic count

showed 1870 motor vehicles using the crossing daily. This same

crossing handles 66 separate train movements during the same 24-hour period. At this particular

crossing, there have been 20 accidents in the past 10 years, three of which resulted in fatalities. Two of these fatalities occurred during the past 12 months.

These safety precautions were suggested by the safety division as means of preventing grade crossing accidents:

1. Stop at all mainline crossings on streets or highways.

2. When a train is approaching, allow it to pass before proceeding across the tracks.

3. Make sure driving window is rolled down when approaching tracks so that the warning whistle

can be heard.

4. Stop at all mainline crossings on streets or highways.

5. When a train is approaching, allow it to pass before proceeding across the tracks.

6. Make sure driving window is rolled down when approaching tracks so that the warning whistle

can be heard.

7. When approaching grade crossings, slow down, be prepared to stop.

8. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

9. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

10. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

11. When approaching grade crossings, slow down, be prepared to stop.

12. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

13. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

14. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

15. When approaching grade crossings, slow down, be prepared to stop.

16. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

17. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

18. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

19. When approaching grade crossings, slow down, be prepared to stop.

20. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

21. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.

22. Where there are two or more tracks, remember that after one train has passed, there may be another on another track.

23. When approaching grade crossings, slow down, be prepared to stop.

24. Never assume no trains will be coming at any crossing, main or branch line. Look for trains before crossing tracks.

25. At night, exercise additional care not to overlook low flat cars or crossing log cars on the crossing.