

Albany College Deal Complete

Albany, April 21—The federal government's bureau of the budget released \$400,000 for the purchase of Albany college property here for its conversion to the purpose of developing the electro-development laboratory on the old Albany college campus here and the last worries of the Albany Chamber of Commerce officials and others have been allayed, it was announced by Carl Curlee, chamber secretary. Curlee received telegrams from Senators Charles L. McNary and Rufus C. Holman and Congressman Harris Ellsworth stating the money had been released.

The wires did not state whether this was in addition to the \$40,000 which was not impounded. If it is, then the bureau of mines has \$460,000 with which to work, leaving but \$40,000 of the original appropriation still in the hands of the budget bureau.

Senator McNary's wire states: "Following several conferences with the bureau of the budget, they have released \$400,000 for the laboratory. Of course, you know that an architect is now on the ground. When the necessary legal problems are solved the project will be under way full swing."

There was some apprehension here Sunday when Rudolph Halley, assistant investigator of the Truman committee, arrived to examine the property to determine whether the bureau of mines had made a good deal. He interviewed Lewis and Clark college trustees in Portland Saturday, inquiring as to the financial status of the college and then came to Albany Sunday where he met Edward Sox, local attorney for the college. They visited the college property where Henry Powell Hopkins, architect for the bureau of mines, and A. H. Bragonje, superintendent of buildings of the bureau's Salt Lake City laboratory, were at work. Mr. Halley received assurance that the Albany college property was the best buy in the entire United States and expressed the desire that work be rushed because the laboratory is for the war effort and speed is essential.

In the meantime Mr. Hopkins and Mr. Bragonje are proceeding with the measurement and drawing plans of all buildings on the campus and will be here the rest of the week in that work. Mr. Hopkins, prominent Baltimore architect, has expressed his satisfaction over the character and quality of the buildings on the college campus.

Scouts to Aid Memorial Day

The Boy Scouts of America, under direction of E. L. Curtis, regional director, and G. H. Obersteuffer, scout executive for the Portland area, has volunteered to take over the assignment of holding special services on Memorial day at the graves of men and women who made history for Oregon in its formative days. In conformity with their method of education, "learn by doing," the Boy Scouts will get a liberal education in history by honoring those who made history. This will be their contribution toward the commemoration of the Old Oregon Trail centennial.

The graves of the men who participated in the formation of the provisional government at Champeoz are scattered all over Oregon, Washington and Idaho. The bodies of several early pioneers lie in Lone Fir cemetery, Portland, including Governor George Abernethy, first provisional governor; Joseph Gale, who built the "Star of Oregon" and sailed it to San Francisco, is buried in the cemetery at Richland, Oregon. The famous Joe Meek was laid to rest near Hillsboro. In Mission cemetery at Salem and the old churchyard at St. Paul repose the bodies of early missionaries and others who made history for America. Jesse Applegate, captain of the famous Cow Column of the historic migration of 1843, was buried on his farm near Yoncalla.

The Old Oregon Trail centennial commission is endeavoring to locate all the ancient graves and will welcome any information regarding them.

Drastic Theatre Bill Introduced

Jefferson City, Mo., April 21 (AP)—No Missouri theatre could show a film in which appeared any actor or actress who had been divorced in actual life, or any film portraying a divorce if the legislature passed a bill introduced Monday. Rep. Paul Turner, an author of the bill, said it "would protect the morals of our young folks and save many broken homes."

AN IMPORTANT DECISION ON SYNTHETIC RUBBER FOR TIRES

For more than a year this company's Buna rubber patents have been royalty-free to everybody for the duration of the war. Thursday we offered, subject to the approval of our stockholders, to transfer **permanently** to the U. S. Government (through the government's Rubber Reserve Company) patent rights on Buna-S . . . the tire rubber which forms the basis of the Government's synthetic rubber program. The Government's Rubber Director and Rubber Reserve Company have accepted this proposal. This is the first time, to our knowledge, that any company has offered to the Government the right to license important patents—royalty-free—forever—to everyone—even to its competitors.

UNDER THE PROPOSAL:

1. The Government will have a free license for itself not only during the war, but for the entire life of the patents.
2. During the war the Government will have the right to issue royalty-free licenses for the entire life of the patents to everyone who cooperates with the Government in its war rubber program, and reciprocates with similar licenses under its own patents.
3. There will be no payments to us or to others for the patent rights used.
4. The government will increase its expenditures on synthetic rubber research to a total of not less than \$5,000,000.

OUR PURPOSES:

1. To give every possible incentive to cooperation in the war rubber program.
2. To remove concern about the post-war patent situation from the minds of all those who have a contribution to make to this program.
3. To encourage American research and ingenuity -- among independent workers, small companies and large—to build up a new and great American industry.
4. To continue to do everything we can to assure tires for America's cars always.

FACTS ABOUT BUNA

In 1929 we bought from I. G. Farbenindustrie of Germany a minor interest in their Buna rubber processes for use outside of Germany. During the 1930's these processes were further developed. The quality of Buna was improved, the range of its use widened.

In 1939—two years before Pearl Harbor—we bought out all German rights in the Buna processes for the U.S.A. Soon after, two large tire companies took out licenses. We also began building a Buna rubber plant of our own.

When war threatened the loss of our country's natural rubber supply, authorities agreed that Buna-S was America's best bet for tires. It became the basis of the Government's synthetic tire program.

Today the Government is spending over \$600,000,000 on its Buna-S program. Six rubber plants are in operation. By the end of 1943 completed plants will have a capacity of 705,000 tons per year, or more than the entire normal peace-time rubber requirements of the United States.

STANDARD OIL COMPANY

(NEW JERSEY)