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The Beaverton Review

Friday, July 23, 1926
Issued Every Friday At
Beaverton, Oregon.

J. H. Hulett
Editor and Publisher

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RESULTS FROM EDUCATION

The people are demanding better practical results for the money invested in higher education, or a smaller investment. The broad charge is made in a Middle Western state, that the state university is not enabling men to get a practical equipment on which to earn a living, in short, that there is too much theory.

Too many young men with four years' college training, find they have taken a blind jump and landed on their faces.

There is little doubt, about the greater need of a curriculum better suited to enable students to face the after-college period of their lives.

At any rate, the murderer who is hanged never commits another offense.

Something really should be done to confine forest fires to their regular season.

A crusade has been started to bring cosmetics under the pure food act. What cowards men are!

A cynic is one who says that if we could see ourselves as others see us, we wouldn't believe it anyway.

The world will still be imperfect as long as people think they can change human nature by passing a law about it.

Our divorce statistics seem to have reached Germany. A Berlin newspaper declares that we are a warlike nation.

A Boston woman advises against beating rugs and carpets, a tip that many men took long ago.

It is wise never to give up the good things you have while hoping for better.

Never try to hit the nail on the head when it is attached to your thumb.

It's the easy paroles that make uneasy pay rolls.

Don't insult anyone by offering him a penny for his thoughts today. That was the pre-war price.

AUTOMO-BUBBLES

A honk in time prevents a fine.

Spare the pump and spoil the tire.

There's no use crying over spilt gasoline.

A green motorist makes a fat repair shop.

If wishes were horses leggers might ride.

It's a lucky car that has no overturning.

Good roads slogan: Money makes the mire go.

A slip of the tongue often follows a slip of the tire.

One-half of the world doesn't know how the other half flies.

A fool and his car are soon in need of repairs.

NOTICE

To all users of Bull Run water users in Beaverton and vicinity:

Notice is hereby given that water for sprinkling purposes is to be used only on alternate days. Those living on the east of Watson St. to sprinkle on Mondays, Wednesdays and Fridays while those on the west of that street to sprinkle on Tuesdays, Thursdays and Saturdays, and on the days specified only.

By Order of the Town Council acting under instructions of the City of Portland. c331f

FOLLOWS EMANCIPATOR



Milton R. Moskow, twelve-year-old San Francisco schoolboy who since the age of five has patterned his life after that of Abraham Lincoln, aspires to occupy the White House some day as his hero did. He has been nominated as a candidate for the American Youth Award established by the directors of the Sequel-Centennial International Exposition, held in Philadelphia from June 1 to December 1 in celebration of 150 years of American independence. Under the plan of the American Youth Award and the American Teacher Award, each state will select a boy and a girl and a woman teacher who best represent American ideals, and they will be given trips to Philadelphia and to Washington, where they will receive medals from President Coolidge.

Taking the Profit Out of War

By BERNARD M. BARUCH

Reprinted from The Atlantic Monthly.

[The February issue of the Atlantic for 1925 carried a paper by Mr. Sisley Huddleston dealing with the general subject of "taking the profit out of war," which Mr. Huddleston called "An American Plan for Peace." The first-quoted phrase was put into the language by the War Industries Board toward the close of the World War through its efforts to eliminate all war profits. Mr. Huddleston's article came to the attention of Mr. Bernard M. Baruch, chairman of the War Industries Board and administrator of the non-profit plan, and (as he writes us), since it seemed to indicate a growing interest in the idea, induced him to invoke practical means to bring about a full comprehension of taking the profit out of war in the various great countries of the world. To this end he responded to a suggestion of Mr. Owen D. Young, of the Page School of International Relations at Johns Hopkins University, that he establish a course of lectures there to expound the War Industries Board plan in detail. Later he will proceed to make similar arrangements at leading universities in Great Britain, France, Germany, Italy, and Japan. Agreeing with Mr. Baruch that the subject calls for public knowledge and discussion, it was natural for the Atlantic to turn to him for the following paper.—THE EDITORS OF THE ATLANTIC MONTHLY.]

War was once described as Prussia's most profitable industry.

It needs only a scant examination of history to learn that other countries were open to the same indictment. The methods of the Robber Barons did not pass with the end of feudalism. Annexation by conquest did not cease. But when America entered the World War President Wilson fathered a doctrine that shall always govern us—that never a foot of territory would be added to our boundaries by force.

So, as America has taken the lead toward making impossible national profit through war, it too may be America's privilege to point the way toward making impossible individual profit through war. To take the profit out of war is to take a long step toward creating an economic detestation of war. The experience of the United States in the World War affords a basis for the belief that the plan herein discussed is practical. In fact, it is more than a belief—it is a certainty, although not widely known. The world is such a busy place, and the radius of human activity has been so greatly enlarged because of modern inventions, that it is not strange that there are but few people who are conversant with what was quietly but effectively taking place in this country in the mobilization and use of its material resources in the World War—a process that would have eventually eliminated all improper profits.

Strength is given to the public advocacy of industrial mobilization made by both President Harding and President Coolidge—Mr. Coolidge as recently last October in his Omaha speech to the American Legion—by the fact that the plan they advocated as a part of the regular national war agencies had once been set up and successfully operated under the War Industries Board.

Preceding the President's recent clear exposition of this subject, some degree of public interest had been engendered by an exchange of letters between Owen D. Young (of Duquesne plan fame), in behalf of the Walter Hines Page School of International Relations, and the writer. The correspondence resulted in the establishment of lectures at the Page School (of Johns Hopkins University) on this theme. Previously the Atlantic Monthly printed an article by Sisley Huddleston, who pointed out that Europe saw great strides toward peace in the American idea of "taking the profit out of war" in a systematic way. His basic reference was to the plan of the War Industries Board.

The resources of a country might be referred to as the five M's: (1) man power; (2) money; (3) maintenance or food; (4) material resources (including raw materials, manufacturing facilities, transportation, fuel and power); and (5) morale. The intelligence with which the first four are directed and co-ordinated as a whole will determine the fifth, the

morale of the community.

In the war emergency it early became evident to those who were charged with the responsibility of mobilizing the resources that there was a just sentiment among the people against profiteering. Profiteering might be willful and profit making might be involuntary; but, whatever its form, there was a just determination it should cease. So it became necessary to fix prices where the supply was limited.

Wherever the government created a shortage by its demands, prices were fixed, not only for the Army, Navy and the Allies, but for the civilian population as well. And in addition to price fixing on war essentials (such as steel, wool, copper, and so forth), the balance, after the war program had been filled, was rationed or distributed according to the priority needs of the various civilian demands. In other words, where the price of the product of an industry was fixed that industry had to deliver to the part which the government did not need to the civilian population, not in the way the industry chose, but as the government directed.

It must be remembered that when the war came there was no adequate preparation. Indeed, it is doubted by the best authorities whether any effective form of preparation then known would have been of much avail in view of the widespread and unanticipated results of the war and the lack of knowledge of the various instruments of destruction which were being devised and which it became necessary to combat.

Our own Army had several divisions competing one with another for materials, transportation, housing, and so forth. On top of that there prevailed the demands of the Shipping Board, with the slogan that ships would win the war, and of the Food Administration, with the slogan that food would win the war. Further, there was the Railroad Administration with its need for material and labor, and finally there was the feverish quest for labor and supplies on the part of the munition makers—all competing for labor, money, materials, transportation, fuel, power, and each insisting on the greater importance of its activity. All this while the labor supply was being lessened by the flow of men into the Army.

While an endeavor was being made to bring order out of chaos, the great undertaking had to go on. Men, ships, munitions, food, material, had to be provided. Old organizations, bureaus and traditions had to be met and changed, but not destroyed until the new was set up. The wonder of it all is, not that there were so many mistakes, but that so much was accomplished.

At the time we entered the war prices were at their peak, and tending higher because of the war's insatiable demands. The problem was not alone to secure the materials and labor and to stop the confusion, but to do it in

WANTED and FOR SALE

Ads in this column 1c a word
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For Sale—Or will trade for a good, four-cylinder touring car, a 1923 Chevrolet Touring Truck. Might consider a Dodge Dwight Sellers, Hanks, Oregon. Adv c 25 1f

If you want slab wood I have it. If you want cord wood I have it. If you want short wood I have it. A. E. Hanson, the wood man. Telephone 0445. Adv c 161f

For Sale—A few choice building lots in one of Beaverton's choice residential district, at bargain prices, \$200 and up. F. H. Roeken, 727 Sprague Ave., Spokane, Wash. Adv c 204f

For Sale—Team of young mares. Inquire, A. E. Hanson, Wood & Fuel. c321f

New Beaverton Garage, general auto repairing, acetylene welding and brazing. Storage. Adv c 2

For Sale—Barred Rock cockerel. Price, \$2.00 and worth it. Inquire first house north of Highway on right side of Cedar St. C33-34

For Sale—Crab apples, cooking apples, eating apples, plums, prunes, and fruit of all kinds. H. A. Ekstrom, one mile east of Beaverton on the Canyon road. Adv p 34-37

For Exchange—160 acres, three miles from town, in Kudder County, North Dakota, for about forty acres in Washington County. Also 100 acres near Miami, Florida, for about ten acres near Beaverton. Ed Halsten, hardware store. Adv c 34-35

WHY GOVERNMENT PRICE FIXING WON'T WORK

One of the most persistent fallacies is government price-fixing on competitive commodities. There is already government price-fixing in commodities and services where competition plays no part in price determination. These are railway transportation, electricity, gas, telephone and telegraph, and so on. Here government price-fixing is solely to protect the consumer. There are two fatal objections to government price-fixing for agricultural products, which represent the most competitive business in the world. These are, first, that it will not work; second, that it is always done for the consumer as against the producer.

Government price-fixing for agricultural products would work if at the same time the government regulated wages, profits, middlemen's margins, the production of all commodities and the rationing of all consumers. In short, if the population were enlisted in one vast army, directed and rationed, price-fixing would work, but otherwise not. If the price is fixed on the wheat the farmer sells, then he cannot keep on producing wheat if wages or the cost of harvesting machinery rise, or if the cost of other material he buys rises. So the next step would be the fixation of other prices, and yet other prices.

The United States government fixed the price of wheat but once in our history, and then it was to benefit consumers, not producers. The government might, in an emergency, fix some agricultural prices for the purpose of elevating such prices. Such action would inevitably and speedily lead to outcry from city consumers and a consequent reversal of policy. Indeed, the consumers, not the producers, are most likely to demand and secure food price regulation by government authorities. The farmer, therefore, who favors any form of governmental price-fixing is working against his own interests. He is putting his head into a noose.—James B. Boyle, Professor of Rural Economics, Cornell University, in the Banker-Farmer.

Among the newcomers to Aloha is Mr. and Mrs. Floyd K. Dover, who purchased through the Beaverton Realty Company a two-acre tract and a new 4-room bungalow from C. E. Thompson. The Dovers have already moved, and are improving their property with a new poultry house 16 by 50 feet.

such a way that the morale of the people would be maintained. The prices of some things, like steel and copper, were fixed far below prevailing rates, and the wages of labor in those industries were standardized. The more highly organized an industry, the easier it was to arrange. Order did not commence to appear until the Army funneled its needs through one man sitting with a section of the War Industries Board and until the Navy, Shipping Board, Allies and Railroad Administration did likewise. Each department satisfied its requirements through a central authoritative body. This was called the War Industries Board, controlling and directing all materials and co-ordinating through its chairman the whole system of governmental and civilian supply and demand. It was created by executive order in March of the year 1918.

Briefly, this board endeavored to mobilize the industries of America so that the fighting forces of the Allied and associated nations could draw from the United States—the last reservoir of men, materials and money—the things needed for the winning of the war at the time the things were needed and with the least dislocation of industry and the least disturbance of the civilian population.

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RETURNING, LEAVE PORTLAND:

7:55 A.M., 10:45 A.M., 1:25 P.M., 3:45 P.M., *4:15 P.M., 5:15 P.M., 6:00 P.M., 8:03 P.M., 9:33 P.M., 11:30 P.M.

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