

# BEAVERTON ENTERPRISE

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## CALIFORNIA, OREGON DAIRY COUNCILS TO BE IN CRESCENT CITY

Of special interest to local dairymen is the joint meeting of the California State Dairy Council and Oregon Dairy Council, at Crescent City, Calif., on August 17, 18 and 19.

Dairymen of this section will be interested in the fact that some of the best dairy authorities in the United States will be present at the meetings and will be speakers on the program. Numbered among these speakers are Sam H. Greene, secretary-manager, Calif. State Dairy Council; G. H. Benkendorf, Gen. Mgr. Milk Producers Assn. of central California; Dr. Kenneth McKay, Disease Extension Specialist who is conducting the Bangs Disease control campaign in Del Norte county; Paul C. Adams, secretary manager Oregon State Dairy Council; Dr. W. A. Schonfeld, Dean Oregon State Agricultural College, Prof. P. M. Brandt, head Dairy Dept. O. S. A. C., and Dr. C. I. Roadhouse, Head Division of Dairy Industry, University of California, and others.

The three days are to be packed full of activity that will be of special interest to dairymen of the Pacific coast, and Crescent City is making elaborate preparations for the entertainment of the visitors.

By attending this convention, dairymen of this section will not only be enabled to acquire much useful knowledge relative to the control of Bangs disease and bovine tuberculosis, but will be given an opportunity to study the plan upon which Del Norte county is operating to make that county free from both diseases among its dairy herds.

Crescent City is situated in a picturesque setting on the Pacific Ocean, is cool and right in the giant redwoods. It will make an ideal vacation trip as well as be time well spent at the convention and at the calf show to be held August 19th.

## Bedrock Economics

A student attending the Utah State Agricultural college drove to the institution in an automobile on which he had built a shelter offering some of the comforts of home. The craft was anchored on the campus and he saves room rent by using it for sleeping quarters. In this manner he managed to live at the minimum rate through the aid of weekly "remittances" of fruit and vegetables from the home farm.

## Resourceful Hairdresser

A letter was delivered on board a liner at Auckland, New Zealand, recently, addressed to "Marjory, with two long plaits, sailing by R. M. S. Mariposa." The address was not a joke. The letter was from a hair-dressing parlor in Auckland, where a young lady had left her gold wrist watch. An assistant who had plaited her hair had heard her called Marjorie and was informed that she was to sail on the liner.

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## OREGON AND WASHINGTON 1932 LUMBER CUT NEARLY FOUR BILLION FEET

The lumber production of Oregon and Washington in 1932 amounted to 3,867,826,000 feet according to the preliminary report of a recently completed canvass of the industry by the Pacific Northwest Forest Experiment Station, Portland, Oregon. This was 41 per cent below the 1931 production 58 per cent below that of 1930 and 68 per cent below that in 1929.

Of the 1932 cut, Washington produced 2,260,882,000 feet and Oregon 1,606,934,000 feet. Douglas fir constituted 72 per cent, ponderosa pine 12 per cent, and western hemlock 5 per cent of the production. Multnomah county reported the largest cut in Oregon, or 329,642,000 feet, and Pierce county the largest in Washington, or 353,164,000 feet. In 1929 both these counties reported a cut of over 900,000,000 feet.

Only 634 mills of the 1,240 on record reported as operating at some time during the year.

## EDUCATION CHIEF



Dr. George F. Zook, who has just taken office as United States commissioner of education.

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## Health and Beauty

ANESTHETIC, No. 2

Chloroform is a more dangerous anesthetic than ether, and requires more skill in handling. It renders the patient unconscious through the medium of the blood, which takes it up and conveys it to the brain, where to a certain extent paralyzes the brain cells.

If too much of it is taken, it has the same effect upon the heart, and may stop its beating permanently. By quick action on the part of the surgeon, and attendants in administering restoratives, the patient's life is often saved.

The writer recalls a case in which an operation was performed under difficult circumstances, in a remote cabin. The man's skull had been crushed by the impact of a bottle, just above his left temple. Some of the splintered bones were sticking into the brain.

The operation was nearly completed when it was discovered that the house was in a blaze just over our heads. The patient ceased breathing and was pulseless. Every one dashed out to fight the fire, leaving the surgeon and me alone with the patient.

The other doctor remarked as he began bandaging that since the man had died he would bandage his head beautifully for the funeral. Persistent and quick work restored the patient to life and he made a complete recovery.

Other also depresses the brain. It makes one drunk like alcohol only unconsciousness is more profound, but not so long lasting. Nitrous oxide is called Laughing gas because the patient gives vent to most genuine cachinations in many instances.

The patient is frequently put to sleep by nitrous oxide and oxygen; then the administration switches to ether. In this way extreme nausea is often avoided, for a large amount of ether is very apt to upset the stomach. The machines for administering anesthetics have been much improved. The dosage can now be gauged very accurately. The anesthetist in order to be successful, should be highly skilled in his profession.

Local anesthetics are frequently used very successfully in surgery. Spinal anesthesia is popular in some hospitals.

Among the newer anesthetics are

Injected into the rectum. The effect wears off in an hour. Henry Ford was operated on under avertin. This anesthetic was selected because it is easier upon the heart than some other anesthetics. However, if you need an operation you may be sure that your surgeon will select the anesthetic which is best adapted to your particular case.

## The Swearless Indian

American Indians possess no swear words in their language. "No way our language to take God's name and throw it at you, so must use white man's words," one Indian is quoted. Religion holds a prominent place in Indian life. American history is filled with dramatic and sympathetic narratives of captive tribal rites, sacrifice of maidens to appease disfavor of much feared gods, or elaborate preparation of graves for contented life of dead tribesmen in the happy hunting ground.

## Tie Used Fifty-seven Years

Probably one of the oldest railway cross-ties in existence is still in service three miles east of Newton, Miss., on the Vicksburg division of the Illinois Central. This tie was placed in the track in 1875 and has been in continuous use since that date. The tie has borne the weight of five different kinds of rail during its 57 years of service. According to a supervisor of this district the tie is good for 50 years more.—Railway Age.

## The Cotillon

The cotillon is a dance of French origin and is performed to quadrille music. It was a fashionable dance at the court of Charles X, where it had been adapted from a peasant dance. At first for one, then for two performers, it soon became a round dance, in which form it was introduced into England. There are hundreds of possible figures in the modern dance and the accessories are most elaborate.

## It's the flavor!

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## WILL YOU SMILE

Pity The Teacher

As the class had been told to write an essay on Lincoln—one of the pupils wrote—"Abraham Lincoln was born on a bright summer day, the 12th of February, 1809. He was born in a log cabin that he had helped his father to build."

"What does your husband like for dinner?" asked the young bride who was looking for advice.

"Oh," replied the experienced housewife, "most anything I haven't got in the pantry."

## One For Science

M. E. Professor (after lecture)—Are there any questions?

Frosh—Yes sir. How do you calculate the horse power in a donkey engine?

## Doubtful

Joe—Oh, I guess your rich aunt will remember you. You made a great hit with her by going into mourning when her cat died.

Jim—True, but listen; now the other relatives accuse me of poisoning the cat to get the opportunity.

## Absent Treatment Preferred

Boxing Instructor (after first lesson)—Now have you any questions to ask?

Beginner (dazed)—Yes; how much is your correspondence course?—Wall Street Journal.

## Fool Question

Daughter, said dad, sternly, I hope when you are with that young man there's none of this petting and kissing foolishness.

Oh, be yourself, retorted daughter, we're not married, and you can't expect us to spend all our time scrapping when we're together, the way you and mother do.

## YOUR HOME CAFE

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**Hoot Mon!**  
 Scot—"This London's a fine town. There's free parks with free music free museums, free picture galleries, and in grand restaurants where I get my dinner I'm always coming across a threepenny hidden under the plate as a surprise."—Quoted by the Passing Show (London), from "Wee Drappies" by Sir Harry Lauder (Hutchinson).

## Making Life Sweeter

The wags are telling it at Harry Lauder's expense, but I wager a pretzel he hadn't a thing to do with it.

At any rate, the story goes that Harry was playing golf one bitter cold day. At the end of the round he slipped something into the caddy's hand and said kindly, "That's for a glass of hot whiskey my man."

The caddy opened his hand and discovered a lump of sugar!—New York Morning Telegram.

## Bossie's Little Weakness

A city girl visiting her uncle on the farm was watching a cow chewing her cud.

"Pretty fine cow, that," said her uncle as he came by.

"Yes," said the girl, "but doesn't it cost a lot to keep her in chewing gum?"



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## Henry Ford Dearborn, Mich.

UNTIL WE LEARNED BETTER

Until we learned better, we used to mix wood and steel in our car bodies and wheels.

It was the best way to make bodies—then. But the state of the art has advanced.

Of course, it is more expensive to make an all-steel body than to make a wooden frame and nail steel panels on to it. The better way involves an initial expenditure of several millions of dollars for new dies which renders a change very costly. Cars, especially large expensive cars which are produced in small volume, cannot afford this, because the dies cost as much for one car as for a million. That alone explains why all-steel bodies are not used in all cars.

But our basic policy from the beginning is to make a good car better, regardless of cost.

For example, when we discarded wood-steel body construction, it was not because we lacked wood. We still have some thousands of acres of the best hard wood in America. Economy would urge us to use up the wood first, and then adopt the better all-steel body. But we decided that quality was more important than expense.

We weighed the reasons, for and against, before we made the change. We could see only one reason for retaining a mixed wood-and-steel body—nailing the metal on, instead of welding an all-steel body into a strong one-piece whole. That reason was, it would be cheaper—for us.

Our reasons for adopting an all-steel body were these: A wood-steel body is not much stronger structurally than its wooden frame. In all American climates, wood construction weakens with age. Every used car lot gives evidence of this. Rain seeps in between joints and the wood decays. A car may have a metal surface, and yet not be of steel construction. Under extreme shock or stress the steel body remains intact—dented perhaps, but not crushed.

Steel does not need wood for strength or protection. Wood is fine for furniture, but not for the high speed vehicles of 1933.

In the Ford body there are no joints to squeak, no seams to crack or leak.

The all-steel body is more expensive—to us, but not to you.

By all odds, then, steel bodies seem preferable.

Wheels also have become all-steel. No one argues that an electrically welded one-piece steel wheel, such as the Ford wheel, needs to be "strengthened" by adding wood to it.

The one-piece all-steel body is the strongest, safest, quietest, most durable body made. That is our only reason for making them.

August 7th, 1933

Henry Ford