

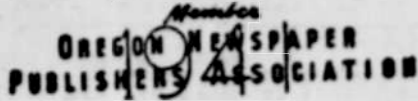
BEAVERTON ENTERPRISE

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By the Rockets Red Glare

According to the Oregon State Motor association, one of the early "Anti-Auto" proposals was a law requiring motorists driving at night to send up a red rocket every mile, and then wait for ten minutes before proceeding carefully on their way blowing their horns and shooting Roman candles.

Visiting Parents

Ensign Craig Povey, 27, an instructor in the naval air arm, is home on leave, visiting with his parents, Mr. and Mrs. J. H. Povey, 5015 S. W. Dosch road, Povey received his training at Sand Point, Seattle, and then was assigned to Pensacola.



Craig Povey

He has been piloting some of the navy's largest bombers in addition to giving instruction to cadets. Upon his return here he expressed his gratification over getting a respite from Florida heat.

The American Ship of State will never be sunk if we have enough battleships for defense. You can help build them by making a habit of buying Defense Savings Bonds and Stamps.

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Babson Says . . .

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on the important fact that these companies should focus their minds rarely spree. The temporary nature of this spree should not be over-estimated by anyone who takes his investment problems seriously.

When will the War End? It is true that production of aircraft engines will probably not reach a peak until July, 1942, or early 1943. It is true that these companies are priority-proof and the Government is giving them every consideration including depreciation allowances. Every effort will be made by the Government to quickly settle their labor disputes. Yet, all these favorable factors cannot blot out the temporary nature of the aviation boom.

In any consideration of the future, we should assume certain things: (1) War is not the ordinary pursuit of man. The present war may come to an end sooner than most people think—possibly in the Winter of 1942-43. We must be so bold as to assume that England and her allies will win the war. (3) A large air force will be maintained after the war in order to assure a keeping of the peace; but it will be much smaller than that which is currently being amassed.

Earnings in 1944? Therefore, I say, "Watch out for a topping off in earnings of manufacturing companies during the year 1942." I do not deny that they are in the clover now, but where will they be after the war? At the best, there will be a period of readjustment after the armistice. At the worst, many reorganizations and consolidations will be necessary in order to adjust production to a new peacetime basis. Thus, although a company may earn \$5 this year and \$7 next year, what will this company be worth if it is able to earn only \$1 in 1944?

This leads to the conclusion that investing in the manufacturing companies can be, at best, only a temporary speculation. It is true that much money may be made in these stocks over the next few months, but such profits as accrue to the investor will be the reward for nimbleness rather than for clear thinking.

What Air Stocks to Buy? There is, however, a group in the aviation field which may well benefit from the plight that the manufacturing companies will find themselves in after the war is over. I refer to the air-transportation companies.

A great part of the technical advance made during the wartime will accrue indirectly to the benefit of the air transportation companies. After the war, manufacturers with dwindling contracts on their hands will be forced to seek business on a profitless basis in order to keep the plant operating.

Some day the Government will offer the very best of transportation planes to the air lines at sharp price reductions. I further predict that the post-war transport planes will be as different from those in use today as the present streamline coach differs from the Stearns "Rocket." Besides, these companies after the war, will get most of the first-class mail and much express business.

Final Advice Another reason why I like the commercial air transportation companies is because the smallest investor can buy a stake in the entire industry. Although you must invest in over 500 railroads to get a proper share in 95% of the railroad business, you need invest in only six air transportation companies—properly diversified—to have an ownership in 95% of the air transport industry. These companies are: American Airlines, Eastern Air Lines, Transcontinental & Western Air, United Air Lines, Pan American Airways, and Pennsylvania-Central Air-lines. Therefore, I say to those who are willing to look beyond tomorrow to the day after tomorrow:—"Hold a diversified group of the best air lines in the country. Leave the manufacturing companies to the nimble speculator." Have not more than 10% of your savings in any one industry."

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Oregon's First Marshal — Joe Meek

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a donation land claim four miles north of Hillsboro—now the Dear-dorff place, though there was no town of Hillsboro then. The family did their trading at Oregon City at old John MacLoughlin's mill, like all the other early residents of Washington County.

Once Meek accompanied a neighbor on a trip to Oregon City. They were about destitute as far as food was concerned and Meek had promised to bring the overnight lunch, as it was a two day trip to the city at the falls. As camp was made that night, the neighbor said to Joe, "I thought you were to bring a lunch."

"So I did," Joe replied and went towards the back of the wagon. From beneath the covers he hauled out a pumpkin. The other man nearly exploded at the sight of the humble specimen. "You don't call Meek was not perturbed. "It's a lot better than eating ants or boiled that a lunch, do you?" he thundered, moccasin," he explained. He had graduated from the school of hard knocks while roaming the Rockies. He knew what it meant to tighten his belt when hunger knawed at his vitals. He proceeded to roast the pumpkin over the fire and it served as a wholesome meal for the two men.

Meek played a leading role in organizing Oregon's Provisional Government. He was an early day sheriff and it's said that he served as coroner also. After the Whitman massacre had sent apprehension of a general Indian uprising throughout Oregon, the Provisional Government chose Meek as the only logical person in Oregon to go eastward to Washington and seek help from the Federal Government.

He was escorted to Fort Walla Walla and the scene of the massacre by a party of armed riflemen from Washington County. It became Meek's sad duty to bury the mutilated body of his own daughter, who was a guest of Dr. and Mrs. Whitman at the Mission station. After the victims were buried, the party proceeded to the LaGrande section, where the detachment was split up into small groups, with each group of horsemen circling back and forth across the valley snow to confuse the Indians who might attempt to overtake Meeks. It was early January 1847.

With a few picked men, the old Mountain Man headed back into the Rockies he knew so well. Through the ever deepening snow he urged his mules and just two months later was in Missouri. From there he begged and bartered his way the rest of the distance to Washington. The Provisional Government had not provided any expense cash.

Once in Washington, Meek's feet were nearing familiar ground. His cousin, James K. Polk happened to be the White House occupant. Ragged and dirty, wearing the same crumpled buckskins that he had on when he left Oregon, Joe called on his cousin. "I want to see Jim Polk, on an important matter," he said. That dignitary looked over the newcomer. "Wouldn't you like to make your toilet first?" he asked. "Business first, toilet later!" shot back Oregon's emissary. This bravado, sometimes characterized as Meek, but not meekness, marked the doings of Joe Meek in the Nation's capital. Congress did nothing to help against the Indians, but through cousin Polk, the president, Meek finally succeeded in mustering sufficient backing to get Oregon admitted as a territory. Joseph Lane, Indiana, was made first Governor; Meek himself was made the first U. S. Marshal by the President.

"Hurry back to Oregon, Joe," Polk told him. "I want the Territorial Government of Oregon set up during my administration." Joe Meek picked up Governor Lane enroute; the two journeyed by way of San Francisco, and there in late February, it became doubtful if the men would reach Oregon City in time to organize the new Government before Polk's term expired on March 4, 1848. Meek wanted to charter a gunboat in the harbor. Not Lane—He was inclined to economy. So the party sailed away in an old sloop. As they moved out of the harbor, the gunboat tendered a salute to the new Governor, who was a little slow in acknowledging the courtesy, so ever-ready Joe Meek accepted the roar of the guns as his very own.

It was a race with time. Meek and Lane got to Oregon City on the night of March 2, after a gruelling trip. Next day, despite their weariness, they worked like beavers and before midnight on March 3, Oregon had her Territorial Government organized and functioning. She was on her way to statehood, and the part played by old Mountain Man Joe Meek was mighty important. Joe's youngest son, and last survivor of his children, Steve Meek, nearing 85, lives near North Plains.

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Glencullen Missionary Society Has Meeting

The Missionary Society of the United Presbyterian church in Glencullen met on Tuesday night at the home of Mr. and Mrs. Walkhard on the Bertha-Beaverton highway. The subject discussed was The American Negro. The church is looking quite spruced up with its new coat of paint.

Applebees Return From Trip to California

Mr. and Mrs. Applebee of Portland, parents of Mrs. Mike Ochs spent a very enjoyable time with the Ochs family on Saturday September 20th. The Applebees have just returned from a trip to California where they visited their daughters Mrs. Lewis Brust and Mrs. Marion Gist at Hollywood and their son Ralph at San Francisco. Mr. and Mrs. John Wirthgitt, brother to Mrs. Applebee, accompanied them back to the Wirthgitt home in Palo Alto, California. The Wirthgitts, on their way to Portland a few weeks previous, had met with an accident with their own car before arriving at Portland and were under Doctor's care while in Portland. They are recovering nicely.

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SHE DIED TO LIVE

A matured woman speaks up. As a young girl in her teens, she came into a hope and the hope faded into despair. But at the end, the chapter has cheer for all of us.

So back to the young in her teens we go. We see the girl miss accept Christ as the lamb of God, slain to cleanse away the record of wanted days and sinful ways. Having now become a child of God, she sets out to make her heart fit for the Master's use. But she failed woefully and at the end, with the passing of the years, she gave up in despair. She quit her church-going; ran with the world; tried to forget it all and yet was ever under conviction. God would not let go of His child.

We see her in the middle thirties, a failed disciple; failed by trying to live the Christian life in her own strength. Then came the great day when she was led to surrender herself and the days of her life to her Lord. Since that hour, through the ups and downs of the passing years, she has had the peace that passeth understanding; the joy of her Lord.

A Quit-Claim Deed

A Christian cannot make it up the heavenly road on his own human strength. The saved must look to Christ and give Him the right of way that His power may uphold them. Our old sinful self was nailed to the cross with Christ; crucified with Him and put out of existence, so far as God has to do. See Romans 6:1-6. Says the Apostle Paul—"I am crucified with Christ; nevertheless I live; yet not I, but Christ liveth in me." Then he adds that the life that he lives day by day, he lives by faith in the Son of God, who loved him and died to save him. Looking away from self; looking utterly to Christ. Galatians 2:20 see.

Are you ready to give Christ a quit claim deed to all the days of your life? Morning, noonday and evening; all to be His to do with you as He wills? Expect no Victory until you surrender all. By that He is to be your Peace, Joy, Hope, Cheer and Strength every hour of the live-long day.

NOTE—Is the going rough with you? Is the road long and hard? We invite a line if you would have our prayer group remember you.

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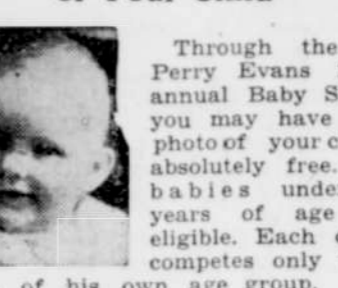
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Persecuted Hitler?

Hello Folks: You know its awful to think how bad a bunch we have got nowadays what will keep on a persecutin' the "dear sweet Nazis?" Look how they have had to invade 18 countries to "save themselves" from all the "bloodthirsty" nations. You see they told up the little nations aroun' 'em first threatened their safety an didn't appreciate the Nazi "peacemakers?" An jus look how they again had to invade France to "save" the German nation from the "bloodthirsty" French? Then look how they are still fighting England for the "good" of the hole world just to keep England from takin' the liberty away from everybody? Now see how Uncle Sam has a boat what picked trouble with the "pure sweet submarine" now that the Nazi are busy savinn' the earth from the REDS. Ain't it awful?
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In spite of the demands that national defense is making upon youth to date, over 900 new students and transfers have indicated their intention to attend the University of Oregon this fall.

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