

BEAVERTON ENTERPRISE

H. H. JEFFRIES, Publisher

Published Friday of each week by the Pioneer Publishing Co., at Beaverton, Oregon. Entered as second-class matter at the postoffice at Beaverton, Ore.

 One Year \$1.00 Three Months .50
 Six Months .50 Subscription Payable in Advance.

 Beaverton Office—Enterprise Bldg., Phone Beaverton 2321
 Hillsboro Office—Room 5, Delta Bldg., Phone 1641
 Portland Office—308 Panama Bldg., 3rd and Alder Phone ATwater 6591

 Member
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Keep
It
Flying

RATIONING ALONE NO REMEDY FOR SCARCITY

England has been experiencing a bad coal strike. In our own country the Federal director of coal mines estimates that strikes have cost the United States 25,000,000 tons of coal this year. It now develops that coal must be shipped for use of the Army in keeping Italian utilities, ships, locomotives, factories and other facilities going.

In the meantime, the question of how cold American homes will be this winter will depend on weather, with which neither the government nor labor unions have any influence.

A discussion is now under way as to whether the work week in coal mines shall be extended from 42 to 48 hours, which would involve more pay and a little higher price for coal. When the work week was extended from 35 to 42 hours, price increases of 14 cents a ton were approved which, according to simple arithmetic, meant \$1.40 price increase for ten tons of coal. The average family would be glad to pay another 14 cents a ton price increase to offset wage increases, if by so doing homes could be kept warm this winter.

It would seem like the value of rationing and price ceilings of commodities is virtually nil if the net result of such policies is scarcities which denude the market of supplies. Eventually this nation must adopt a program that encourages bountiful production as a sound curb on inflation which is caused by scarcities.

PENNY PAYMENTS VS. DOLLAR PAYMENTS

Congress finally passed a pay-as-you-go bill for increased taxes, against Administration opposition. Now the Administration asks another tax increase of 16 billion dollars, but no one likes to say where to get it.

There is no argument but what more taxes are necessary for two purposes—to finance the war and to control excess spending which creates greater shortages of already limited supplies. Both the Administration and Congress have so far opposed a sales tax which would put the greatest source of surplus revenue, be a powerful counteractive of inflation, and prevent the imposition of still greater direct income and corporation taxes which would retard industrial activity and employment.

A sales tax would be easier for the average individual to pay in penny amounts than higher income taxes in dollar amounts.

THE EMPTY MILK BOTTLE

Dairy leaders have again been in Washington discussing effective means of keeping milk production up with increasing war demand. The Dairywomen's League Cooperative Association of New York, again declared that subsidies would not be effective because they would lead to "use of government funds in such a way as to destroy our cherished institutions and our representative form of government."

To be relatively as high, milk in the New York milksheds would have to be raised 35 per cent to equal hogs; 25 per cent to equal other farm products in the United States; and 26 per cent to equal weekly earnings of industrial workers.

NATURE CHANGES TIME

The turning back and forth of national clocks, with time pieces tuned to working and waking hours, might have confounded us a number

of times in different places. But nature has her way of managing the day and night of our work-day lives and as the sun moves from the north to the south, she reminds us by shadows the days are shorter and nights longer. Man can do nothing about it for nature is no clock watcher. As twilight steals quietly across our path, as afternoon fades into soft dusk, we think of it more in the light of hours than the pleasing closing of each day. The sunrise is lost because we sleep late. The chirp of morning birds calls when dew dazzles the grass and the sky lightens as day breaks, is lost because the clock has not pointed as yet to action. The change of time, of man's moving those hands an hour this or that way is not the tempo of living. It is nature's way of changing the clock that is appealing and impresses us.

Babson Says. . .

Continued From Page 1

possible. Taxes are also a much greater handicap to these concerns than to the air transport companies. On the other hand, the low market price of these manufacturing company stocks may have discounted much of this grief.

Passengers desiring to use commercial air lines greatly now exceed present capacity. If it were not for lack of equipment, passenger air mileage would now be at least double that of a year ago. On many lines, express and airmail poundage have doubled; but while the War lasts not much growth can be expected in passenger service. However, with the War lid off, I expect to see planes still booked to capacity even though more equipment will then be available. Equipment of all kinds, however, as well as pilots and operating personnel, will be plentiful. The availability of these should help operating costs even though taxes remain heavy.

The air lines have, perhaps, the most progressive managements of any industry. They are learning much from war-time transportation problems. Incidentally, they are contributing much to the successful conduct of the War. Of the future position in world transport of our air lines, there can be no doubt. This is witnessed by the inauguration of daily transcontinental all-cargo flights, and by the applications on file for transatlantic routes. In exchange for "lend lease" and other Allied aid we may ultimately secure permanent air bases in the West Indies, the Pacific and elsewhere. Ostensibly these will be for our defense, but actually they will be used for commercial purposes on a rental basis by our air lines.

Economic Advantages
The history of transportation shows that from its earliest stages some "roadbed" had to be provided for besides equipment. For example, barges require that canals be dug; railroads require roadbeds and bridges; while automobiles require fine highways. For air travel, no such expensive outlays are necessary. The construction of air ports and terminals, aside from equipment, is the only "use" expense to which air lines are put. Usually they bear only a portion of this cost. Certainly, after the War, they will secure the use of many fields and terminal facilities without much expense involved.

The airplane has already given us greater speed than any mode of transportation that preceded it. It is our most efficient unit of travel; yet its perfection is still in its infancy. Certainly, in the near future, the convenience, safety, comfort and flexibility of air transport will improve greatly. The fact that planes move in the free medium of the air is a basic economic advantage not often considered. My bet is that air transport will expand far more rapidly than did the railroads and the tractions and that this will be accomplished at far less proportional expense. While the transport stocks have had a steep market rise, there is little question as to their basic soundness and future popularity. Events are very favorable for the entire air transport industry. I advise hanging on to the stocks of the four largest companies provided one properly diversifies and distributes his investment among these four. These companies handle 81% of the air transport business. To get a similar large interest and proper diversification in railroad transportation an investor would be obliged to purchase stock in nearly one hundred separate roads.

Babies should never be urged to bear their weight on their feet until they do it of their own accord. When the muscles are sufficiently developed, the normal baby will try to stand and walk without urging.

You can always dispose of it, if you use a want ad.

Now Sergeant

George H. Schafer has been promoted from private to Sergeant. His father George H. Schafer lives on route 2, box 973, Beaverton.

Early Registration for Motor Vehicle Licenses Urged by Secretary of State

Early applications for 1944 Oregon motor vehicle registrations were urged in a statement by Secretary of State Bob Farrell, who declared that his office would be able to render better service to car owners if the applications start coming in early. "Difficulty of obtaining experienced help to handle the 1944 motor vehicle registration business will result in a jam in the office if thousands of car owners wait till the last minute to apply for licenses," Farrell pointed out.

As a means of reminding motorists of the need to apply for new registrations, letters will be sent all registered vehicle owners in this state this fall. Included in the letter will be a form that may be used to apply for the 1944 registration. Or the car owner may use the reverse side of his registration card as an application form.

Owners whose cars now are registered in Oregon will receive a windshield sticker which will validate the license plates now attached to their cars, Farrell said. No new plates will be issued except to owners who have not previously registered their cars in Oregon. Those new residents will receive a set of 1942 license plates with the windshield sticker.

All persons who have moved to Oregon and are engaged in gainful occupation here are required to obtain 1944 registrations for their cars.

HEALTH HINTS

Water blisters usually occur where there has been rubbing, as of a shoe or handling of a work tool. Blood blisters are caused by pinching. It is best to protect blisters from breaking open if possible. To avoid infection in case blister may break, gently cleanse the blister and area around it with soap and water. When dry, paint with mild tincture of iodine. Cover with sterile dressing.

A daughter, Roseland M., was born to Mr. and Mrs. James H. Hanners of Tigard, and a son Wayne R., to Mr. and Mrs. Amos W. Harbick of Metzger, on October 3rd.

Brooms to Cost More

Consumers will pay about six cents more for household brooms made wholly or partly of broom-corn, because of a recent OPA order. This increase was granted to reflect recently established ceiling prices for broom corn.

Gals to Get Bobbie Pins

Twice as many bobbie pins and hairpins, necessary feminine items, will be produced during 1944 as at present, under a recent WPB action.

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New Board Tells Us How to Pronounce Names

Secretary Ickes last February set up a new Board on Geographical Names. Despite the manpower shortage in Washington, Board Chief Meredith F. Burrill found 110 employees and at the time of our interview, was looking for 25 or 30 more. "By January 1943, the situation in regard to pronunciation of geographical names had become acute, so Secretary Ickes set up the new board," explained Dr. Burrill, who receives \$8000 a year.

We called on Dr. Burrill in his suite of offices in the New Interior Building. He was alert and pleasant but inclined to be taciturn on first acquaintance. "We have to be careful to whom we talk, you know," he explained.

The Board has already prepared a list of words with their proper pronunciation—words that figure in the daily news: Bizerte, Amchitka, Kharkov, Sevastopol among them. "But there are towns right in this country," said Dr. Burrill, "known by as many as six or eight titles. It is an exasperating problem and one that no other government agency yet has tackled. We will trace the background of the locality and render an expert decision immediately as to what it really should be called. I want to stress the fact that we are streamlined to do fast job on any problems of this type."

While Dr. Burrill concentrates on the larger problems, Assistant Director Edwin J. Foscoe (\$5000 a year) handles details. We heard Dr. Foscoe ask Dr. Burrill's stenographer how she pronounced "what".

"What," she said, as if she were talking about an electric light globe. "I thought so," he replied. "The question of accents is going to be one of our biggest problems. For example, you can pronounce 'what' four different ways—'whut', 'wot', 'watt', or 'what', depending upon where you are reared."

Back in our own office we called five Congressmen to learn what they knew about the new organization. None had ever heard of it—Latson D. Farrar in Nation's Business.

Want ads are the things for you, Easy on the budget too.

Twin daughters were born October 8 to Dr. and Mrs. P. G. Brown of Reedville.

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Women Urged to Save Fats

Many American housewives have been neglecting to salvage used fats and to turn them into butcher shops promptly, according to Herbert Faust Director of the Salvage Division of WPB. Preliminary figures for August indicate collection of 7,253,710 pounds a drop of seven percent from July figures. Mr. Faust said the fat salvage program must be accelerated to keep pace with increasing demands for the production of glycerine and other war materials.

Green Stamps from Book 4 For Canned Fruit, etc.

Beginning Monday, November 1, the housewife will use green stamps from the new war ration book four to buy rationed canned fruits and vegetables, the district OPA said today. The final series of blue stamps in war ration book two, X, Y, and Z will be used as well, through Nov. 20. The A, B and C series of green stamps in book four will be valid to buy rationed processed foods from November 1 through December 20. These green stamps will be used in exactly the same manner as the familiar stamps in war ration book two, which have been used to buy processed foods since the inception of rationing last March 1.

This means that between November 1 and November 20 two separate sets of stamps may be used to buy canned goods—blue stamps Y and Z from war ration book two, and green stamps A, B, and C from war ration book four. After November 20, only one ration book, book four—will be needed for buying canned fruits and vegetables.

War ration book four will be distributed in the Portland OPA district between October 26-29. The green stamps in book four will be used for processed foods, but only until the ration token system goes into effect, probably early next year. At that time, the red and blue stamps in book four will be put into use for buying rationed foods. These red and blue stamps should be kept intact until they become valid.

Can Get Needed Shoes

Children who wear out or outgrow their shoes at a particularly fast rate and adults with extra shoe requirements need not suffer hardships because of the longer shoe ration period announced recently by OPA. If a child or adult needs shoes and the family quota or regular ration stamps has been spent, he may get a simple application form for a special shoe stamp from his local rationing board.

Five Sentenced

John Schmid, 44, was sentenced Monday by Presiding District Judge Fred L. Olson to serve 30 days in the county jail for being drunk on SW Capitol highway. Elbert V. Hafterson, 36, and Luther L. Simpson, 33, were fined \$25 each for being drunk on a public highway. Kenneth R. Wilcox 34, Hillsboro, was fined \$25 and given a 10 day suspended jail sentence for speeding on SW Canyon road.

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THE OLD JUDGE SAYS...



"You were absolutely correct in making the statement you did, George...not a drop of whiskey has been distilled in this country in over a year."

"That's what I told the boys down at the lodge, Judge, but they were so surprised I thought maybe I was wrong."

"No you weren't, George. The truth of the matter is that a year before Pearl Harbor, the beverage distilling industry voluntarily offered its facilities to the government. Many companies started to produce alcohol for war

purposes almost immediately. And just as soon as the government's requirements increased, the distilling facilities of the entire industry were converted 100% to the production of war-alcohol and nothing else. As a matter of fact, the beverage distilling industry is producing about half of the government's needs for this vital war material. And that's a 24 hour a day, 7 day a week job, George."

"I'm glad I told you about my talk with Sam, Judge. You've given me a lot more facts on that subject."

This advertisement sponsored by Conference of Alcoholic Beverage Industries, Inc.

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