

BEAVERTON ENTERPRISE

H. H. JEFFRIES, Publisher

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Keep It Flying

CO-OPS GO TO WAR

All over the country farmer-owned and operated organizations are using every device at their command to stimulate maximum farm production. Important among these organizations are the marketing cooperatives. They seek to establish stable markets for farm produce. They endeavor to keep prices fair from the standpoint of both consumer and producer.

Since the war they have, without ballyhoo, helped production by encouraging a farmer to add a few cows to his dairy stock, or suggesting other ways to boost output. They help translate to farmers the complicated regulations under which agriculture is currently living. More than ever before they are the farmer's business agent.

A PEOPLE'S TAX

Senator Byrd, of Virginia, recently declared: "There was a time when the Federal income tax was called a rich man's tax; the masses believed that they would benefit and that the wealthy would pay the bill. Today all that has changed. From now on our Federal expenditures will be traced directly to tax burdens in the lower-income brackets, it being estimated that fifty million people will now file income tax returns. The Secretary of the Treasury must have had a similar idea in mind when he stated: "For the first time in our history the income tax is becoming a people's tax."

Brief History of Glencullen

(Continued from last week)

Harry Terreson, Glencullen electrician, does a flourishing business. Mrs. Terreson, was postmistress when the post office was at their store.

About a mile from them "Uncle Andy" Simmonsen, for the past 8 years has been going strong with his grocery store and service station combined. The only time he didn't appear for work was when he took a month off to rest up following a fall which wrenched his back.

Mr. Simmonsen's son Charles owns and operates an Air Pack Filter Factory here. He is the inventor and patent holder of this valuable product and his force of around 30 employees are working overtime to fill government demands.

Mr. Watson Sr., observed his 80th birthday anniversary in January.

The Fairvale Inn was under the able management of Mrs. James Hannah, served delicious chicken dinners for a time. She has retired to her home and raising chickens.

The Merrydale Dine and Dance under the successful management of Mr. and Mrs. H. E. Clay, in which their son Ben was orchestra leader, is being rebuilt to accommodate a greater number of patrons.

Mr. Rogers, a veteran of World War I has for a number of years been the proprietor of his grocery store near Shattuck Road. All of these businesses have thrived which is an indication of an enterprising community. There is further opportunity for more industries here. A public market is desired and it is expected that a number of new enterprises will be undertaken in the future.

Mrs. Cullen, following a pleasant visit with her daughter and her family in San Jose, California at the age of 98 passed to her well earned reward at her Glencullen home in August 1931.

Captain Cullen although very lonely for his companion of many years, remained active for a number of years more. He took an interest in the affairs of his community, attend-

ed faithfully the little church, once held the pulpit remembering the days when he had been a Methodist minister. He followed with interest the rapidly growing community, improvements on roads by the county, new homes under construction enjoyed annual winter trips to the home of his daughter and son in law Mr. and Mrs. J. T. Colvin in California.

It might be interesting to note here that in 1938 the Captain, then in his 100th year, accompanied by Mr. Colvin made the trip by train to Gettysburg, Penn., as an honored guest of the G. A. R. at the 75th grand encampment of the Civil War Veterans of which organization he had been an active member for many years. While in the east he was pleasantly surprised with the beautiful bouquet of red roses sent him by residents of his home community showing the esteem in which they held him. He was also at that time grand commander of the Indian War Veterans of the Northwest. He returned from the Gettysburg trip refreshed and feeling fine.

He remained actively president of the Glencullen Realty Co. taking part in property sales transactions, up until the time of his death.

In 1939 at the age of 101 years and 6 months, Captain Cullen passed away peacefully on the 14th day of December at the family home where he had spent so many happy years of his life, with Mrs. Cullen and members of their family.

In Lane Fir cemetery where rest the bodies of the founders of Glencullen and his lovely companion of many years, there has recently been erected in their honor and memory a monument bearing inscriptions on each of its four sides, none the least of which is an open Bible with the words, "I am the Resurrection and the Life."

The little community of Glencullen carries on richer for the surrendered lives of the two who so loved it and hoped and prayed for and visioned homes of peace and happiness.

The Low Down From Hickory Grove

More and more hats are being flung into the ring—democrats and republicans. Even Norman Thomas is trying it again—the 5th time. There is some guy. But there are other nice folks in politics, too, the same as there are nice barbers, or plumbers or lawyers.

There is no use saying that politics is this, or that, or no good, or anything, because if the folks coming over on the Mayflower did the right thing by coming, then we must admit that politics is okay and free elections are okay.

What we want in the U.S.A. is prosperity for everybody—farmers, janitors, doctors, etc., and in order to have the kind of a land we want we must put up with politics—and vote. There is nothing wrong with our system of government—if there is anything wrong it is with us voters. And talking about voters and simple ones I reckon most everybody has heard the story about the simple sailor. But maybe 2 or 3 have not so I will tell them. This sailor could fix any rope that was too short he spliced it. But with a rope that was too long he was sunk.

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Babson Says...

Continued from Page 1

port. Here also some consolidations may be inevitable, but further expansion of existing lines will come. Many new helicopter routes will be established by all sorts of corporations which heretofore have had nothing to do with the aviation industry. Most of them, due to inexperience, will pass out of the picture. Hundreds of pending applications for such routes may never be granted. In hauling passengers, freight, express and mail, however, the air transport companies will certainly give the railroads a jolt.

Railroads Will Fight
It is logical to consider the oldest and greatest transportation system, namely, the railroads, along with our newest—the airlines. My readers know how I feel about the railroads. I am not bullish on them for the long-pull. I further believe holders of many railroad securities should take advantage of current prices and get out of railroads. Traffic will decline sharply at the end of the War. The peak of railroad net earnings has passed.

However in equipment luxury and convenience of travel the railroads, after the War will take on a new lease of life. Crack trains including streamliners which were so popular just prior to the War may even be out-of-date in the postwar period. Equipment designers artists and engineers have been busy redesigning passenger trains. Quite definitely the railroads will not take the competition of the airlines lying down. They will put up a good fight for business; but this fight will cost them a lot of money and benefit only the stockholders in rail equipment companies.

Household Products Important to All

The outlook for household products

is, perhaps, most interesting to investors. A large deferred demand is apparent. Electrical appliances, radios and vacuum cleaners, floor coverings, furniture, heating and plumbing equipment face a period of expanding sales. Postwar sales of all consumers goods may be well above the prewar volume and compare favorably with sales during the war period. I continue bullish upon chain stores and other modern retail outlets. Prices of many stocks in this merchandise group are still reasonable in relation to future earnings and in view of inevitable inflation.

Automotive Reconversion To Be Slow
The entire automobile industry continues practically 100% in war work. Cars and trucks are being used up fast although the production of these is now running larger than in 1943. Earnings should remain firm during 1944, but the industry faces great reconversion problems and high renegotiation bills. Return to peacetime operations will be relatively slow; also costly because of the ultimate need for new machinery and dies. Lower earnings are in prospect for some manufacturing units. The automobile accessories group, however, should come back rapidly.

Conclusion
Our entire manufacturing economy is most apt to be in a state of flux during the early part of the postwar era; but sales and distribution agencies will be reorganized rapidly. Orders will pile up quickly for transmission to manufacturers. Therefore, I am very bullish on distribution, advertising and general sales work. This, in turn, will help newspapers and magazines,—particularly the newspapers. These last have been charged with the task of freely disseminating much Government information. They have been greatly handicapped by both newsprint and labor scarcities. Despite many obstacles they have done a thorough-going, workmanlike job. I believe the entire newspaper business is a good postwar bet and faces a period of further expansion.

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"Sure thing, Tim. Here's what I told him, Charlie. There's no such thing as votin' a nation, a state, a county, or even a community dry. We had proof enough of that during our 13 years of prohibition. What you really vote for is whether liquor is going to be sold legally or illegally...whether the community is going to get needed taxes for schools, hospitals, and the like, or whether this money is going to go to gangsters and bootleggers. That's the answer, boys... simple as A-B-C."

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