

# BEAVERTON ENTERPRISE

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### Keep It Flying

#### Things Do Not "Just Happen"

The future isn't so uncertain as we sometimes think. The events of tomorrow are largely determined by those of today. If one doesn't send his ship out he has no reason to wait for it to come in. If he fails to put in a Victory garden he needn't expect to reap, and if he spends all his money on a good time now he will be penniless when the war is over and expects the government to keep him!!! Things do not just happen. They are caused. The law of cause and effect is irrevocable and inexorable.

From all of the evidence the conclusion seems inescapable that the real issue on the domestic front is whether National Socialism still supports American democracy—American democracy as we have known and grown up under it, as our forefathers established and maintained it for us.

#### Wood Coated With Wax Will Check Warping

When the front door swells, the bureau drawers stick, the dining table warps, and the ironing board bulges, blame the weather, say wood experts. Wood, especially unfinished wood, absorbs moisture from the air in warm, humid weather and swells. While the wood is swollen, not much can be done except to ease tight places by rubbing with wax. But later when heat has dried out the house and brought the wood back to normal size, coat the underside of tables and other unfinished wood surfaces with varnish or wax to prevent the warping from taking in so much moisture again.

The bulged board that adds to home ironing difficulties is a problem to many homemakers. Ironing boards are usually unfinished, and kept in damp laundries or kitchens. In ironing, steam from damp clothes is driven down into the wood. Wood experts advise buying a thoroughly seasoned board at least an inch and a half thick, because thick wood warps less than thin, and giving it several all-over coats of good spar varnish. Cleats of hard wood nailed to the underside of the board help to hold it flat. Keep the board in a dry place.

#### Traits of Quail

The Mearns Quail, which occurs in semi-arid lands of the southwest, probably had its original home in tropical forest, according to Dr. Loye Holmes Miller, professor of biology emeritus on the Los Angeles campus of the University of California.

Dr. Miller, who recently made a study of the bird, reports that it has a number of characteristics, such as large eyes, which suggest it evolved under forest conditions. The nature of certain of its muscles are similar to those of the tinamou of El Salvador.

The bird also bears closer structural resemblances to the forest quail with which it is associated in the southwest.

Curiously, many of the habits which probably developed in the tropics also serve the quail well in its present habitat. It is able to gather food in the dim light of early dawn, and it can rise explosively to seek cover in broken desert country when flushed by man or one of its natural enemies.

### Babson Says . . .

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will continue to do so in order to hold their own jobs. However, the heyday of the industrial worker is rapidly passing. Production cut-backs are resulting in the laying off of thousands of workers. This has gone relatively unnoticed as such layoffs have occurred in widely separated geographical areas.

Too many wage earners have not saved a fair proportion of their wartime earnings. They are bound later to feel the economic effects thereof. Many of the latter will lose their jobs between now and the end of the war. They will find it hard to get new ones. I anticipate that the average demobilized service man will not only find his old job waiting but if he wishes he will be financially able to enter business on his own account. When demobilization comes, soldiers and sailors may be in better financial shape than are the wage workers who remained home.

**Retail Trade**  
Retail trade has steadily gone ahead during the first six months of the year. Wartime wages have been the deciding factor in spite of the scarcity of goods, price controls and luxury taxes. Merchants have done a wonderful job in keeping their shelves stocked to the extent that they have. More goods will become available as we enter the third quarter, but both the volume of retail business and the value of goods sold may decline to somewhat lower levels. I am not sure about this.

With retail trade at an all-time peak, but with a general drop expected in employment; with higher costs and lower profit margins and with a generally more cautious spending tendency, a reaction in the retail field is possible. Despite this, I continue bullish on well-selected merchandizing stocks. I particularly like the chain stores which can easily adapt themselves to almost all changes.

**Commodity Prices**  
During the first six months of the year commodity prices held up. I expect them to hold at around current levels for the time being. Buyers should continue to keep moderately protected. Price controls have helped all. Food requirements will continue heavy, but we shall have the largest crops in our history. Hence, food supplies will remain ample; but will not be excessive.

Both hard and soft goods will continue scarce until we can revert to production for civilian requirements. Retail prices after the war may average 15% or more above prewar prices. Certainly, when new automobiles are available, they will be priced higher than prewar levels. Building costs will also be up sharply.

**Conclusion**  
We are now definitely in the transition period from war to peace. Hitler will probably collapse sometime between November 7, 1944, and March 7, 1945. The coming six months will bring more adjustments in business and in living than we have witnessed for sometime. Yet these headaches are the necessary prelude to peacetime activities. Despite them, I am sure we shall all breathe more easily in the near-term future than we have in the recent past.

Fourth-term advocates seem to be working on the theory that no one is qualified to serve as president until he has had experience at it.—Everson News.

#### Prescription Filled Over 15 Million Times

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### Agricultural Prices, Farm Indebtedness, Purchase of Bonds

by W. Preston Thomas

Dept. of Agricultural Economics  
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**IMMEDIATELY** following World War I farmers bid up the price of land to a point where most of the purchasers either lost all of their farm equity or it took a lifetime to pay off the mortgage with low priced farm products. During this period of high prices will the farmers of America bid up the price of land and obligate themselves with a heavy debt load as they did in 1918 to 1920? Will they remember the indebtedness they incurred during World War I and how they were forced to carry this burden during a period of 20 years when agricultural prices were depressed? High prices and a post-war depression were new experiences for the farmers during and following World War I. Most of American farmers operating today have experienced both high and low agricultural prices. Will these experiences be remembered and will they plan their economic program more wisely during this period of high prices than was the case from 1914 to 1920?

#### Economic Program for Farmers

With the present outlook for continued heavy expenditures by the federal government for war purposes and a reduced amount of civilian goods, indications for the immediate future are for continuing good prices. However, with the closing of the war and a reduction of government expenditures and an adjustment in agriculture and industry back to production largely for civilian use, there will most likely come a reduction in prices. The exact time or extent of the reduction can not be predicted.

During the early phases of major wars, farmers should expand production to the limit. However, there comes a time because of uncertainties as to duration of the war and the fact that prices will fall during the post-war period,

when the individual should not expand on long time credit which requires many years to liquidate.

Now is a good time for farmers to increase production for a year at a time or shorter periods by intensive use of available resources. It is a time which calls for caution concerning long-time commitments, especially for purchase of high-priced land, breeding stock, or equipment.

During the period of high prices the wise farmer will pay off his indebtedness and buy United States Bonds. During the post-war period there is likely to be a depreciation in land, livestock, and other farm values as well as reduced prices received for agricultural products. On the other hand the United States Government is guaranteeing the value, with interest, on the E Series of federal Bonds. The dollar invested in Bonds now when prices are high will be returned with interest without depreciation and at a time when the value of other commodities may be low. The value or purchasing power of the dollar invested in Bonds will be greatly increased when other prices are reduced or when an adjustment is made from a war to a peacetime economy. The farmer who is wisely planning his war and post-war economic program will have funds for use to improve the farm and the farm home during the post-war period. Such improvements might include the home, other farm buildings, fences, irrigation and drainage facilities, and the purchase of new equipment for the home and the farm. The present economic program for farmers should be to produce to the limit, get out of debt, buy government Bonds, and make plans to improve the home and the farm for satisfactory living and for economic production during the post-war period.

U. S. Treasury Department

To keep cheese from molding or drying out, rub the cut surface with a bit of salad oil and press wax paper tightly against it. Store it in a cold place, closely covered, and away from moist air.

Serve Broiled Grapefruit for breakfast. Cut the grapefruit in half, seed and separate sections. Baste with honey and heat in broiler part of oven.

Kalarma Rex, 10704, champion sire of show ring winners throughout the nation for the past five years in succession. The record of this Kentucky champion has never been approached by another sire of his breed.

The original old Kentucky home still stands in Bardstown. It was in this house that Stephen C. Foster composed and wrote in 1852 his famous song, "My Old Kentucky Home."

### The Low Down From Hickory Grove

Every day you read about another convention, in your town or elsewhere, and in the same paper you see where you should stay home on account of crowded trains. And unless you have important business, it is okay and proper to stay home, so that the railroads can move the guns, and 1000 other things the soldiers and sailors and leathernecks have gotta have—if we are to keep Tojo and Adolph at arm's length.

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### RATION BOOK REMINDER

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**MEATS—FATS—** Book 4  
Red Stamps A-8 through Z8 are good indefinitely. Waste kitchen fats exchanged for two points and four cents a pound.

**PROCESSED FOODS—**  
Book 4—Blue stamps A8 through Z8 and A5, valid indefinitely.

**SUGAR—**  
Stamp No. 30, 31, 32 in book 4 valid indefinitely for five pounds.

**For canning only:** Sugar Stamp 40 valid for 5 pounds through Feb. 28, 1945. Apply to local boards on Form R-323 for remainder (20 lbs. max. per person) affixing spare stamp 37 for each person.

**SHOES—Loose Stamps Invalid**  
Book 3—Airplane stamps No's. 1 and 2, indefinitely for one pair.

**FUEL OIL—**  
Period 4-5 coupons valid through Sept. 30. Place new orders as soon as Period 1 coupons received from local boards.

**SOLID FUELS—**  
Dealers deliver by priorities based on needs.

**GASOLINE COUPONS—**  
Not Valid unless Endorsed  
B3—or C3—may be renewed within but not before 15 days from date on cover.

**WOOD, COAL, SAWDUST—**  
ORDER NOW! Don't risk shortage next winter.

**TIRE INSPECTION—**  
Records must be presented for gasoline renewals, special application and tire replacements.

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## We want you to be forewarned

**NEW BLOW AT RAIL TRAVEL**

ODT Broadens Roads' Rights To Cancel Reservations

WASHINGTON, June 23.—(AP)—The Office of Defense Transportation (ODT) today broadened the cancellation powers of the Nation's railroads in a move designed to help the carriers in their plans for handling military casualties.

The new ODT action provides for cancellation of reservations, space for assignments or tickets, and permits the railroads to require passengers to vacate space and accommodations when necessary to provide room for disabled military, naval and Merchant Marine personnel.

In addition, the railroads are required, when necessary, to divert transportation facilities or cancel or discontinue passenger train service and to refuse admission to passengers, other than invalid troops and their attendants, to board passenger trains.

ODT Director J. Monroe Johnson advised . . .

As you may have read in the newspapers, the Office of Defense Transportation has given the railroad authority to take train space from civilian passengers at any time, to make room for wounded service men.

We sincerely hope that people planning trips not essential to the war effort will cancel their plans so that more room will be left on trains, and so make it unnecessary to take these drastic steps. We are going to take care of these wounded men first. They come first with us, and we believe they come first with you. But we and other railroads would dislike very much to cancel reservations at the last minute, or to make people already on trains give up their space.

The invasion of Europe has started, and how great the toll of wounded will be nobody knows. We have our wounded from the Pacific coming in too. And more and more cars must be taken for them from the restricted amount of equipment left after the regular military requirements are met.

We cannot guarantee that if you start a trip you will be able to get space returning. You must face that fact. If you're away from home on a pleasure trip and emergency space cancellations must be made, you may have great difficulty getting back.

For some time we have been urging people not to travel except on essential business. We haven't enjoyed doing this. For many years we have been trying to promote travel, and it "goes against the grain" to suggest that people stay off the trains. The very fact that we have issued these appeals should

indicate the seriousness of the travel situation. And the new ODT order emphasizes this still more.

Why don't we provide more cars, more trains? Virtually no new cars can be built during war time. Materials are scarce, and car builders have been making guns and tanks and other war equipment. With the biggest army and navy in our history, about 63% of all Pullman sleeping cars have to be used exclusively for military service. Travel by men in uniform on furlough, or traveling on orders, plus the greatly increased volume of business travel due to the war production effort, taxes the capacity of the remaining equipment used in regular passenger train service. There are no more passenger cars available. We must get along with what we have.

We have now reached the point where there just isn't room on our trains for people who don't have to travel.

People planning a vacation or other non-essential trip may think "There's always room for one more."

Well, there isn't.

If you are planning a train trip not essential to the war effort, we strongly advise you to change your plans, now.

# S·P

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