

### Farm Land Values Are High in the U. S.

Schnectady, Feb. 1—Farm land values are high, and "in the United States as a whole they are 57 per cent above 1940," Dean J. E. Carrigan of the college of agriculture, University of Vermont, Burlington, Vt., declared in a General Electric Farm Forum address here over WGY.

"It is very important now to be careful about long-time investments in farm land," Dean Carrigan pointed out. "This is especially true if you cannot pay cash and have to shoulder a heavy mortgage."

One pretty good rule to follow is to look back over the past 30 years, and "if it is a dairy farm you are buying, get the average price of milk over this period and figure that is a good index of what the price may be during the next 30 years," he said.

According to Dean Carrigan there are other things to take into account, as follows:

Is the soil fertile? Find out the crop production.

Are the fields relatively large and free from stones?

Is the farm located on an all-season road to markets?

Is the farm large enough to use labor and machinery efficiently and to keep enough cows or other in-

### Farmers Urged to give Winter Care of Implements

It will take several years for farmers to obtain all of the new machinery needed for replacement and expansion, states Cate Motor Company, Forest Grove, Ferguson System dealer here, in sounding a warning on winter care of tractor and implements with a view toward longer wear.

He pointed out that all manufacturers are rushing tractors and various types of equipment to dealers everywhere as production increases, but that the serviceability of machinery now in use can be maintained by the following helpful suggestions:

Keep the battery clean, the terminals greased, the belts filled with clean distilled water. The charge in the battery should be maintained by

come-producing units to give a man his living, pay the interest and principal, and leave a reserve?

In what condition are the buildings?

Is there a good water supply?

What are the social and civic facilities such as schools, churches, recreational and trading centers, etc.

### Pacific Fruit Express to Add 2,000 New Cars

Purchase of 2,000 new railroad refrigerator cars at a cost of about \$12,000,000 has been authorized for Pacific Fruit Express Company by its joint owners, Southern Pacific and Union Pacific railroads, it was announced yesterday.

The new cars will have latest devices to make them the most modern cars of their type in the world, according to K. V. Plummer, vice president and general manager of Pacific Fruit Express.

Last year, despite car builders' difficulties, the company obtained delivery of 1,000 new cars, costing \$5,296,000, to help haul an all-time record volume of perishables. This all-time volume is expected to be approximated again in 1946. Hope is that most of the 2,000 additional cars will be delivered in time to help speed the next fall and winter crops to market.

running the engine or taking it to a service station for re-charging when the tractor is not in use for some time. Never store the battery on a concrete floor or in a damp place.

### Meier's Cow Completes Honor Roll Record

Arbor Rose Bobbie's Fanny 99185, a Brown Swiss Cow owned by Albert Meier, Beaverton, Oregon, recently completed a record of 13,277.4 lbs milk, 537.56 lbs butter-fat, according to a report received from the Secretary of the Brown Swiss Cattle Breeders Assn. Beloit, Wis.

This is one of the five highest records made by a senior two year old Brown Swiss Cow in 365 days on twice a day milking.

Other cows in the Meier herd that have recently completed records are: Mollie of Arbor Rosee 78803, Ramona of Arbor Rose 91170 and Arbor Rose Daisy 102851. Mr. Meier has developed one of the highest producing Brown Swiss herds on the Pacific Coast.

Cate Motor Co. suggests that a hot engine be allowed to cool gradually before filling with cold water. In freezing weather let the engine cool off a bit before draining the water.

If in doubt about the care of your machinery contact Mr. Cate at Forest Grove for suggestions.

### Marjorie Ringham Among "Who's Who"

Marjorie Ringham, a senior at Jamestown College and the daughter of Mr. and Mrs. A. M. Ringham of Beaverton, was one of the six Jamestown College students chosen for Who's Who Among Students in American Colleges and Universities. Marjorie is president of the Jamestown College Student Association, the second woman in history to serve in that capacity. She has been an active member of the YWCA and is a

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member of the Cabinet. She is President of the Womens' Athletic Assn. and a member of the Spanish Club, International Relations Club, and Jimmy James. She is a vice-president of the Watson House Council, was vice-president of the Junior Class and served for two years on the Panhellenic Council. Marjorie is an English major and earns part of her college expenses as an assistant in the Physical Education Department.

## FROZEN FOOD LOCKERS

The New Building located at  
**Main Hiway and Vista Avenue**  
in Aloha, Oregon, will be Completed, and  
**1000 ALL STEEL LOCKERS**  
Will be available April 1st  
Applications for Lockers will be taken at  
**EMERSON'S GARAGE, ALOHA, FEB. 4 to 16**  
No Orders Sunday, Feb. 10

### CHRISTIAN SCIENCE CHURCHES

"TRUTH" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, January 27.

The Golden Text was, "The Lord is good; his mercy is everlasting; and his truth endureth to all generations." (Ps. 100:5).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "And the Word was made flesh, and dwelt among us, (and we beheld his glory, the glory as of the only begotten of the Father,) full of grace and truth. For the law was given by Moses, but grace and truth came by Jesus Christ." (John 1: 14, 17).

The Lesson-Sermon also included the following correlative passages from the Christian Science textbook, "Science and Health with Key to the Scriptures" by Mary Baker Eddy: "The Word was made flesh. Divine Truth must be known by its effects on the body as well as on the mind, before the Science of being can be demonstrated. Hence its embodiment in the incarnate Jesus,—that life-link forming the connection through which the real reaches the unreal, Soul rebukes sense, and Truth destroys error." (p. 350).



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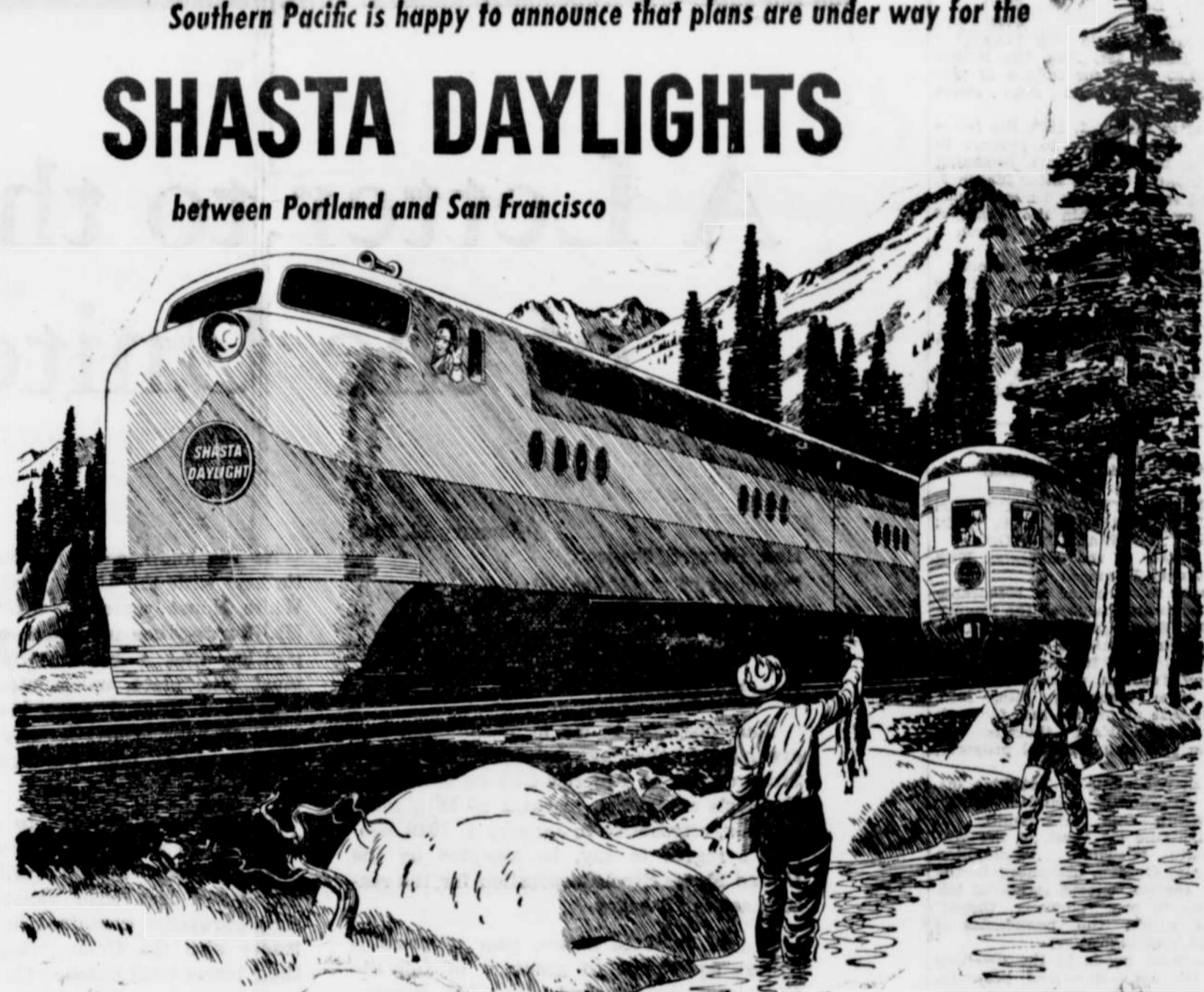
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Southern Pacific is happy to announce that plans are under way for the

# SHASTA DAYLIGHTS

between Portland and San Francisco



**Two brand new custom-built streamlined trains for daily daylight service; CASCADE will be streamlined!**

**THIS IS IT!** This is the announcement we had to postpone through four long years of war.

We are happy to tell our friends in Oregon that plans are under way for the first streamliners in Southern Pacific's postwar program—the *Shasta Daylights*. We promise you that we will spare no expense to make these the finest and most luxurious streamlined coach trains ever constructed—*Oregon's Own Trains!*

Leaving Portland and San Francisco in the morning and arriving in the late evening, the *Shasta Daylights* will speed daily in each direction over Southern Pacific's famous Shasta Route—certainly one of the most magnificent scenic trips in all the world.

be brilliantly streamlined in red, orange and black. The interior color schemes will be inspired by the soft blues, greens and browns of Oregon's lakes, rivers and forests. The *Shasta Daylights* will have every modern refinement in comfort and service that we and the builders can conceive. Above all, they will be safe, solidly built and dependable.

Each seat on the *Shasta Daylights* will have its own individual window, and these windows will be of unique design—much taller than the windows on any other train. Through these enormous windows you will see the lovely Willamette Valley, the rugged Cascade Mountains, Odell Lake and Diamond Peak, Mt. Shasta and the vast lake behind Shasta Dam, California's Sacramento Valley.

We have given our ideas to the designers of the car building companies, who are now working out the details and technical specifications. As soon as bids are received, we will place orders for actual construction of the *Shasta Daylights* for delivery, we expect, before the end of the year.

Aboard the *Shasta Daylights*, travelers from all over the world will enjoy a close-up grandstand view of the wonders of Oregon. The trains will, we think, be a fine advertisement for the state.

**A faster streamlined CASCADE**

Our plans include streamlining the *Cascade*, making it a de luxe overnight sleeping car train between Portland and San Francisco. Based on designs now being worked out, orders will be placed for triple unit articulated cars for the *Cascade*—each unit consisting of a lounge car, a dining car and a kitchen car. (If you have ridden our famous *Lark* between San Francisco and Los Angeles you know how stunningly beautiful these three-car units are. The dining car and lounge are one continuous room 131 feet long, with no partition between the cars. They are the only cars of this kind in America.)

As fast as the manufacturer can deliver new streamlined sleeping cars they will be placed in service on the *Cascade*. This, we hope, will be early in 1947. The *Cascade*, as well as other trains, will be speeded up as soon as the present heavy traffic load eases, and before we receive the new equipment.

With our companion *Daylights* between San Francisco and Los Angeles, the *Shasta Daylights* will enable tourists to see almost the entire Pacific Coast in the traditional comfort and luxury of these famous streamliners created by Southern Pacific.

Fast, powerful diesel-electric locomotives will smoothly pull the *Shasta Daylights*. The exteriors will