

BEAVERTON ENTERPRISE
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Vast Increase In Highway Use in '47

WASHINGTON, D. C. — "Highway transportation in 1947 will equal, and perhaps exceed, the record year of 1941," James J. Skelly, president of the American Road Builders' Association said today in a statement issued to highway engineers.

"In 1945, highway transportation alone piled up a total of 496 billion passenger-miles. Passenger-miles on buses accounted for 62,895,000,000 of the total. Some 61,218,000,000 ton-miles of freight were hauled over rural roads by trucks," he said. "Highway use has increased steadily throughout 1946."

Mr. Skelly pointed out that the convenience of highway transportation has been made possible only by a continuous program of highway construction and maintenance. Passenger-miles for private cars in 1945 represent seven times the travel of 1920, when road improvements got under way. Bus travel has increased almost sixteen times since then.

"Our postwar construction program must be stepped up to meet present highway transportation needs," Mr. Skelly said. "We now have 50 per cent of the motor vehicles of the world, one for every 4.5 persons in the nation."

Despite the limited production of cars, registrations of privately owned motor vehicles have totaled more this year than last. Automobile registrations show an increase of 5.4 per cent over 1945. Truck registrations show an increase of 12.2 per cent.

Passenger travel in 1947 will approximate the 511 billion passenger-miles of 1941. Ton-miles of rural freight for this year, according to preliminary reports from 21 states to the Public Roads Administration, show a 12.4 per cent increase over 1945.

"A phenomenal rise in highway traffic will follow increased production of motor vehicles," said Mr. Skelly. "Our roads, inadequate now, must be put in condition to meet the increasing needs of a motorized nation."

Parking -- A City's Headache

Streets and highways are channels over which move people and goods. Providing these channels of freight and travel is the responsibility of the community. But the obligation of the community to its motorists does not end there. Adequate parking space should also be available. When it is not, parking becomes a major transportation problem.

Joe Donkes laments that he cannot find a place to leave his jalopy downtown is being multiplied into a roar that is deafening traffic engineers. Forward-looking citizens are giving the matter careful attention and are finding a way out. Those that are sidestepping the issue will find that it can never decide itself. The American Road Builders' Association feels that it can be solved but it will require sound study, plans and required action.

With a steadily increasing volume of traffic, street parking is on its way out and rightly so. It is illogical to provide a four-lane street and then shut off two lanes with parked cars. Moreover both sides of a street can accommodate only a very small fraction of the car owners who would like to park too.

Chaotic parking conditions are costing the community a lot of money. Studies of decline in value of business district property reveal some arresting figures. Slumps in eight cities of half a million population and over amount to some 20 per cent of the total value of a ten year period. The same ratio of decline obtained in cities under 50,000. Between 1930 and 1940, the decline in downtown values in a city of 300,000 is computed at approximately \$5 million annually.

The reason for this is not hard to find. Retail trade is leaving the central business areas for outlying shopping districts which are accessible to automobiles. Some of these trading centers are outside the city limits and pay no municipal taxes. Because of this, they are well able to compete with downtown stores on a price as well as a parking basis.

With motorists condemning the lack of free parking space and the high cost of parking, business is grieving over its loss of trade, and municipal officials concerned with the traffic snarls, bottlenecks and hazards to which the parked car contributes, it is understandable to say that parking is a city's headache. It is something that requires a major operation to alleviate.

It appears to me that what the whole world needs is a lot of more open minds and a lot less open mouths.

Ever stand in a spotlight? You'll notice it's mighty difficult to see what's goin' on around you.

Vets' Mail Bag

As a service to veterans in the community, this newspaper will publish a weekly column of questions most frequently asked contact men of the Veterans Administration in this area. For more detailed information, veterans are to contact or write to the nearest VA Contact Office at Odd Fellows Bldg., Portland.

Despite considerable turnover, the number of Northwest veterans training in schools and colleges under provisions of the G. I. Bill totaled 52,404, the same as the December figure, the Veterans Administration reports.

9A total of 6,061 discontinued training during January while applications were received from 7,614 veterans.

Veterans in G. I. Bill job training programs dropped to 16,980 a decrease of 1,000 from the preceding month. Total veterans in training under both the G. I. Bill and the vocational rehabilitation act number 75,889.

G. I. loan guarantees to 1883 veterans during January totaled \$10,606,578, an increase of 17 commitments over December.

Fifty-eight amputee veterans of the Northwest received government purchased automobiles during the month.

QUESTIONS OF THE WEEK

Q. As a widow of an army officer who lost his life in battle, am I entitled to compensation as well as the life insurance of my husband?

A. Insurance benefits have no relation to widows' compensation rights. You may apply for widows' compensation at your Veterans Administration contact office.

Q. If I use my terminal leave bond to pay my G. I. insurance premiums in advance, do I receive interest?

A. Yes. Interest at the rate of 2 1/2 per cent a year is calculated and credited to the account of the bondholder to the end of the month in which assignment is made to the Veterans Administration.

National Service Life Insurance Description: Term insurance up to \$10,000, convertible after 1 year and within eight years of issuance (or within five years if issued after Dec. 31, 1945) to ordinary life, 20-payment life, 30-payment life, 20-year endowment, a term 65 years or endowment a term 65 years.

Lapsed term insurance may be reinstated at any time within the term (1) if the insured is in good health, by payment of two monthly premiums and submission of evidence of good health, or (2) if the insured is in as good health as on the date of lapse, by payment of two monthly premiums and submission of a statement to that effect within six months after lapse.

Total disability benefits may be added to any form of policy upon application, compliance with health requirements and payment of an additional premium.

Permanent policies have guaranteed cash, loan and paid-up values after one year in force.

Waiver of premiums is available on all policies during continuous disability of six or more months commencing before age.

Note: This is the fourth in a series of brief summaries of benefits administered by the VA under various laws for World War II veterans, their dependents and beneficiaries. We suggest that it may be useful to clip this portion of the column for future reference. Next week we will continue the discussion of National Service Life Insurance.

Dead--Bears Son

Miracle—Abraham was 100 and Sarah his wife was 90 and both were dead so far as child-bearing had to do. Yet God promised them a son, to be born within a year. Out of two as good as dead was to come a life. Abraham staggered not at this promise of God but being strong in faith, gave glory to God. He believed that what God had promised, that God would do. And true enough—within the year, Isaac, a son, was born.

Heart Belief—Abraham had it deep down in his heart that God would set up life in their dead bodies and that a son would be born. He had God in it and back a Seattle family.

of it and doing it. Seeing his faith, God counted to him his own eternal God-rightness. And God puts his own righteousness on our page also. His terms are that we have faith, faith that he delivered Christ over to die for us and that he raised Him out of death to give us God-life for here and now and forever.

Royal Robe—Yes, God has a redeemed people robed in his own eternal righteousness. So God sees them. A people indwelt by Christ who seeks to lift them into a life right in the eyes of all mankind.

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the BAD LANDS prosper...



GAYLORD SHIVELY, Scappoose farmer who has tripled production on a farm which four years ago was unable to support 16 cows. Today the farm not only provides sustenance for a large dairy herd but produces surplus hay which Shively sells. So successful is Shively's farming and dairying methods that milk from his herds shows the phenomenally low bacteria count of 2000.

One of the drainage ditches which has brought fertility and life to soil given up as hopeless by Shively's Scappoose neighbors. Here Shively (standing) explains the benefits of the ditch to Fred E. Joehne, farm manager representative of the First National Bank of Portland.



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Neighbors shook their heads back in 1942 when Gaylord Shively bought his 125-acre farm in the Scappoose Drainage District. The soil was depleted, much of the land poorly drained, and the whole place infested with weeds. The man who moved off when Shively took over had found it difficult to sustain 16 cows on the 125-acre tract.

Today Shively has 52 head of cattle, including 35 producing milk cows. The farm has become so productive that this year the Scappoose farmer has been able to market 100 tons of surplus hay. Newspaper stories and radio broadcasts have pointed to the Shively farm operation as an outstanding example in agricultural development. In four years acres of wasteland have grown rich and profitable.

Shively's success with land which had been given up as useless is a tribute to modern, scientific farming methods. The first year he worked his newly acquired soil he had to buy 100 tons of hay and 50 tons of grain to feed the 40 head of cattle he had brought with him to the Scappoose farm. Neighbors urged him either to cut down his herd or to give up entirely.

Shively did neither. Instead he applied to the government agricultural conservation program which is set up to provide half the cost in carrying out practices to conserve and improve soil and water

resources. The Columbia County AAACommittee, headed by Chairman W. C. Johnson of Mist, approved a program of soil building practices, drainage, pasture, and irrigation improvement for the farm and Shively went to work.

In 1943 he launched his program. First he turned under 15 acres of green manure crops and gave his ailing pasture a two-ton shot of phosphate. The following year he sweetened the sour soil with 18 tons of lime and tackled the drainage problem by constructing 1700 feet of new drainage ditch. He continued both projects in 1945 by giving the soil 37 additional tons of lime and digging another 3200 feet of drainage ditch.

That same year he reorganized the farm's make-shift irrigation system, moving 4020 yards of dirt to construct a permanent lateral and installing 143 feet of 24-inch pipe. Irrigation was necessary because, though the land was water-sogged in the Spring, it dried up too rapidly when the hot summer months came on. He rounded out his 1945 program by seeding 20 acres of pasture land to improved grasses and by getting rid of 55 acres of bull thistles before they had a chance to seed.

Last year Shively added another 40 tons of lime to sweeten the soil, seeded down another 20 acres of pasture to better grasses and legumes, and dug another 1400 feet

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