

BEAVERTON ENTERPRISE
FRIDAY, MAY 30, 1947

BEAVERTON ENTERPRISE
Stanley W. Netherton, Publisher

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

Subscription Payable in Advance
One Year \$2.00

Member
OREGON NEWS PAPER
PUBLISHERS ASSOCIATION

The real democratic American
idea is, not that every man shall
be on a level with every other,
but that every one shall have
liberty, without hindrance, to be
what God made him.—Henry
Ward Beecher.

The Sage thinks it's a waste
of time to pray for peace with
our fists clenched.

Vets' Mail Bag

As a service to veterans in the
community, this newspaper will
publish a weekly column of ques-
tions most frequently asked con-
tact men of the Veterans Admin-
istration in this area. For more
detailed information, veterans are
to contact or write to the nearest
V. A. contact unit at 614 S. W.
11th, Portland.
**V. A. SUBMITS APRIL
ACTIVITIES REPORT**
Pacific Northwest veterans re-
ceived 2145 guaranteed loans to-
talling \$10,187,728 during April,
the Veterans Administration re-
ports. Government commitment on
the G. I. loans for homes, farms
and businesses is \$4,824,818.
More than 62,000 veterans in
this area are studying in schools
and colleges under G. I. Bill
provisions and the vocational re-
habilitation act, the report in-
dicated.

At the end of April, no veter-
ans with service-connected dis-
abilities were awaiting VA hospi-
talization. A total of 3719 vet-
erans were being hospitalized by
the VA, 1140 of which were ser-
vice-connected cases.

Disability payments were be-
ing made to 71,760 veterans and
10,856 death claims were being
paid.

FORMS NEEDED FOR BOND ASSIGNMENT

Check with the Veterans Ad-
ministration before sending in
your terminal leave bond as pre-
mium payments on your NSLI is
the advice to veterans from
George LaFray, director of the
VA's Northwest insurance ser-
vice.

Merely endorsing the bond is
not enough, LaFray told veter-
ans. The VA needs to know what
use the veteran wishes to make
of his bond.

Bond may be used in convert-
ing insurance, in paying pre-
miums ahead, or in reinstating
lapsed policies. Assignment
forms and instructions are avail-
able at any Veterans Adminis-
tration office.

More than 10,000 terminal
leave bonds from Northwest vet-
erans have already been re-
ceived by the VA to be applied
on their G. I. insurance, LaFray
said.

Questions Of The Week

Q. I have a service connected
disability and plan to take reha-
bilitation training under Public
Law 16. Will my compensation
payments be increased while I
am taking the course?

A. No, your compensation will
not be increased. However,
during your period of training
you will receive a subsistence al-
lowance in addition to disability
compensation.

Q. I am a World War II vet-
eran and would like to know
if I can get a guaranteed loan
to pay off a debt that is past
due?

A. Yes, it can be arranged un-
der certain conditions. Your
lending agency will be able to
advise you.

Q. Will a certified true copy
or a photostatic copy serve in
place of the original discharge
paper in getting a guaranteed
loan?

A. No.

I Sell Booze

SO DO YOU—My own liquor
stores will be glad to supply you
with beer and whiskey in most
cities of any size in Oregon.
State ownership here in Oregon
and Washington puts us all in-
to the business here in the N. W.
whether we like it or not.

Of the drinkers who claim they
can take it or leave it alone,
a vast number go down to the
drunkard's grave. On the way
down we give them rags, pov-
erty, family break-up, crime, the
pen and often the state asylum
for the insane.

GOD NOT ASLEEP—God is
not now setting up the kingdom
of heaven here on earth. That
awaits Christ's promised Com-
ing in power and glory. Now, in
this present age, God is calling
out a redeemed people who live
to do his holy will and on whom
he is to spend his love forever.
GOD'S TERMS—God so loved
you as to give his only-born Son,
our Lord Jesus to die for you.
Make Him your Saviour and God
gives you eternal life with him-
self.

VICTORY—Come pay up your
rum bill for \$4.00. Keegan the
engineer paid and across the re-
ceipt, he penned—"BOYS, COME
LOOK, VICTORY, PRAISE THE
LORD." This he pinned up
where all the train crews could
see. And so Christ the Carpenter
who was God, died for Keegan
the engineer and saved him
from the pit and rum.

Dean Taylor.
S. W. McChesney Rd., Portland
1, Oregon. This space paid for by
a Seattle family. (PAID ADV.)

Babson Discusses Shipping Stocks

New York City, May 23. Aid
and arms abroad are bound to
expand U. S. trade with most
of the nations of the world.
Therefore our farmers and man-
ufacturers will benefit! What
about our merchant fleet? Are
we to let other nations take
away our war-built lead in mari-
time commerce as after World
War I? Wall Street is trying to
get small investors "to hold the
bag."

What Happened After World War II?

Let us look upon our maritime
fleet before and after World War
II. In 1939 we had about 14 per
cent of world shipping, today we
have about 40 per cent. Great
Britain today has about 22 per
cent, nearly the same as in 1939,
and is building more. Other na-
tions are rapidly replacing their
war depleted fleets with the in-
tention of bettering their pre-war
status.

Although U. S. ships were car-
rying about half of the world
trade after World War I, they
had lost 30 percent of that trade
up to World War II. By 1939
our merchant fleet had been re-
duced to only about 14 per cent
of the world's shipping. It looks
very much as if this peacetime
reduction in our merchant fleet
were to be repeated.

Ships Available

From the end of World War
II to the present day the U. S.
Merchant fleet has been reduced
in tonnage close to 55 per cent.
When this program has been
completed it is doubtful if we
have more than 1500 ships in
use. Today we have three main
classes of dry cargo vessels. The
first class includes long-range
freight vessels with medium
speeds, combined cargo-passenger
ships. These three types are the
most useful for post-war ship-
ping.

Liberty Ships Unsatisfactory

Victorys, the second class, have
fair speed; their detriment is
storage factor. Thirdly are older
vessels and Liberty's forming the
bulk of our dry cargo fleet. Most
of these are not satisfactory for
present needs. The storage fac-
tor of the Liberty ships is fair.
But their expensive power
plants, their slow speed combined
with the high cost of American
labor, make Liberty's impractical
for American operators.

Now we come to ships building
throughout the world. The U. S.
has practically ceased construc-
tion. We are in need of fast me-
dium sized passenger ships as
well as some refrigerator ships.
We will need new dry cargo
ships designed to meet the faster
more economical foreign compe-
tition. In number of ships build-
ing today the U. S. falls into
the same category as France,
Norway and Sweden. Italy and
Holland are quite a few of the
ahead of us. Great Britain in-
tends to outbuild all comers
with more than seven times the
present U. S. program.

We do not know what Russia
is building but my guess is that
Russia's program will fall be-
tween Britain and the others.
With one exception only, under
the present setup, are we likely
to hold our own in post-war
shipping. We have more than
enough modern tankers of large
capacity and competitive speed.
The opening of new oil fields
throughout the world, with the
demand for petroleum and by-
products, should enable our tan-
ker fleet to lead in this field
if we can protect our Arabian Oil
Fields. This is one reason for
our present interest in Greece
and Turkey.

Subsidies Necessary

Loading constitutes one of the
largest shipping costs. At present
high priced labor makes
loading and unloading expensive
heavy. A new device, being test-

THE ANSWER

To Every Refrigeration Problem

JUST ARRIVED!
SENSATIONAL-NEW



1947 CHEST OF FREEZE

Three Sizes
To Choose From

- 8 Cu. Foot
- 13 Cu. Foot
- 18 Cu. Foot

Operates on 110-volt regular home service
... or 32-volt farm lighting plant

3 DISTINCT OPERATIONS AND TEMPERATURES

- ★ **REFRIGERATOR** (ABOVE FREEZING)
SERVING REGULAR KITCHEN PURPOSES
- ★ **QUICK FREEZE** (INDEPENDENTLY CONTROLLED)
FOOD PROCESSING, 35 Degrees BELOW ZERO
- ★ **FROZEN STORAGE** (10 Degrees Below to 10 Degrees Above)
THE HOME FOOD BANK

SUPERIOR CONSTRUCTION

TO SAFEGUARD YOUR FOOD INVESTMENT

- **INSULATION**—Fir-Tex, Spun Glass and Halodover Compound to assure food protection for a 72-hour period in event of power failure.
- **CONSTRUCTION**—Welded steel frame, outside Duraluminum (no rust or corrosion) inner tank of stainless steel.

REASONABLE TERMS IMMEDIATE DELIVERY

Please send complete information on the
NEW CHEST OF FREEZE

Name _____
Street or Route No. _____
City (Postoffice) _____

Write for
Complete
Information
and
Costs

Lincoln Park Radio and Appliance

1315 N. E. FREMONT ST. PHONE, GARFIELD 2904
PORTLAND, 12, OREGON

MORE WEAR IN EVERY PAIR

WOODIES SANDALS

For Beach or Play



COLORED
WOVEN
TAPE \$1.95

ALL
LEATHER
STRAPS \$2.45

All Sizes for Big or Little Girls

Woodies Manufacturing Co.

128 S. W. Third Opp. Multnomah Hotel
(On Mail Orders Add 25c Postage)

HIGHWAY TIRE SERVICE

New and Used TIRES
RECAPPING - REPAIRING - VULCANIZING



"Anything In Tires"

258 W. Tualatin Valley Highway and Short Street
Beaverton, Oregon Phone 3871

LAND SURVEYING

and
Construction Layout

PAUL D. BOUTWELL

Registered Land Surveyor
Phone Scholls 8361 Rt. 1, Box 705, Beaverton, Ore.

CLEAN COUNTRY

BLOCK WOOD

3 Cord Load, Hand Picked, no Rubbish

Oien's Fuel Co.

MU 7572

440 N. Columbia Blvd. Portland 12, Ore.

STEP LADDERS, 3 ft. to 5 Ft.

EXTENSION LADDERS up to 40 ft.

METAL CLOTHES POSTS

Unusually Good
MAIL BOX POSTS
To Renew That Old One

W. J. McCREADY

LUMBER COMPANY

Old Canyon Road F. D. PECK, Manager Beaverton, Phone 3821

Important!!

ALL OREGON DRIVER'S LICENSES NUMBERED 5R-1 TO 5R-33,000 EXPIRE THIS JUNE.

Apply NOW for renewal

ONLY if your driver's li-
cense is below 5R-33,000.

Q: Where?

A: Any driver's license
clerk or examiner in your
area.

Q: How?

A: On the regular form
ONLY.

Q: Take an examination?

A: No!

Q: When do you renew if
your number is OVER
33,000?

A: See table at right.

Oregon Drivers' Licenses	Will Expire
Bearing These Numbers	These Months
5R 1 to 5R 33000	June 1947
5R 33001 to 5R 66000	July 1947
5R 66001 to 5R 99000	Aug. 1947
5R 99001 to 5R 132000	Sept. 1947
5R 132001 to 5R 165000	Oct. 1947
5R 165001 to 5R 198000	Nov. 1947
5R 198001 to 5R 231000	Dec. 1947
5R 231001 to 5R 264000	Jan. 1948
5R 264001 to 5R 297000	Feb. 1948
5R 297001 to 5R 330000	Mar. 1948
5R 330001 to 5R 363000	Apr. 1948
5R 363001 to 5R 396000	May 1948
5R 396001 to 5R 429000	June 1948
5R 429001 to 5R 462000	July 1948
5R 462001 to 5R 495000	Aug. 1948
5R 495001 to 5R 528000	Sept. 1948
5R 528001 to 5R 561000	Oct. 1948
5R 561001 to 5R 594000	Nov. 1948
5R 594001 to 5R 627000	Dec. 1948
5R 627001 to 5R 660000	Jan. 1949
5R 660001 to 5R 693000	Feb. 1949
5R 693001 to 5R 726000	Mar. 1949
5R 726001 to 5R 759000	Apr. 1949
5R 759001 to 5R 792000 or over	May 1949

ROBERT S. FARRELL, Jr., Sec'y of State

ed on the Maritime Commission's
S. S. Sea Hawk cuts loading
time by an estimated 15 percent.
Until such modern devices can
be incorporated into new ships
we shall need considerable sub-
sidy to support shipping. For to-
day loading and other labor
costs make American shipping
far from profitable. The present
plan is to spend about \$50,000-
000 each year in subsidies for the
support of our active merchant
fleet. This amount will only
maintain a skeleton fleet allow-
ing for no new developments and
the needed types of ships to
maintain a progressive fleet.

In view of the above I cannot
now recommend readers to buy
shipping securities as an invest-
ment, but I do believe the Fed-
eral government is justified in
increasing subsidies to U. S.
shipping. This would provide a
proving ground where we could
design and test new, faster and
more economical ships. Though
we might not hold the lead in ac-
tual goods carried, we would re-
main fully abreast of the times.
Furthermore, we would be able
to jump into any future emer-
gency and at least be on an equal
basis with any other power.

Nendel's

famous for

CHICKEN and STEAK DINNERS

6 miles out
Canyon Road

RESERVATIONS Br. 0313
WEEK DAYS 5-11
OPEN SUNDAY 1-10

The Meaning

The teacher was trying to ex-
plain the meaning of certain
words to her class. She came to
"sufficient".
"Now," she said, brightly,
"suppose there was a cat here
and I gave it a saucerful of milk,
which it drank. Then I gave it
another saucerful, and it drank
it all. But when I gave it a third
it would only drink half of it. We
can then say that the cat had
sufficient. Now Tommy, what's
the meaning of sufficient?"
"Please teacher," said Tommy
eagerly, "a catful of milk."

An intelligent minority does-
not always stay that way after
it becomes a majority.

TILLER TYPE

Garden TRACTORS

For demonstration on your
place
Call BEacon 3807
Also Immediate Delivery on
Wheel and Crowler
Garden Tractors and Power
Lawnmowers

C-B Tractor & Equip. Co.

WEST SLOPE
BEacon 3807
Your
GARDEN TRACTOR CENTER

TAI-PING Terrace

AMERICAN-CHINESE
DINNERS

Fine Food - Ample Parking
2 mi. North of Tigard
11130 S. W. Barbur Blvd.
at 55th Ave.
Dancing After 9

A MEASURE

The true ideal of our ser-
vice is never measured
in terms of price... but
rather in the full measure
of giving our complete
facilities alike to all...
to every family.



J. P. Finley & Son

Partners: HENRY M. FINLEY, LEO W. FINLEY
S. W. 4th at MONTGOMERY & AT WATER 2141

Riverview Cemetery

WEST END
SELLWOOD BRIDGE

CREMATORIUM MAUSOLEUM CEMETERY

Complete Funeral Service in New
Cathedral Chapel at No Extra cost
Riverside is a co-operative asso-
ciation with assets of over \$300,000