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A Limit To Giving

The manner in which the American Merchant Marine met its responsibilities in the recent war and the valuable service it gave to the national cause in the battle against Nazism and Fascism is a warm and glowing picture of remarkable courage and ability by American ships and their American crews. Obstacle after obstacle was overcome, under the stress of critical need. And the unsung heroes, as fully as those who merited recognition, showed a devotion and single-mindedness of purpose which bulks large in any consideration of the wartime era.

The men whom the headlines neglected, in summary of transportation records, likewise fulfilled a vital part in the wartime record. The genius and talent of the shipping and allied industries met a tumultuous challenge as America awoke to the imminence of a world-wide struggle. And America could well be thankful that the experience and ability of its shipping industry was sufficient to hurdle the problems that arose on all sides.

First, there was the question of ships and in response came bottoms of all descriptions—including old rust buckets that had huddled for years in watery boneyards. Rebirth of the shipbuilding industry finally caught up with the demand, in a large sense, about the time the war was over.

Second, there was the matter of men to handle the complicated mechanics of water transportation. The reservoir of trained seamen was not high and the shipping industry was forced to endow a recruitment drive that reached far into the inland states, to satisfy the situation's need.

All this, of course, was carried on before the violent backdrop of active war and combat conditions.

Confusion was high. Security restrictions made even more complex the difficult shipping task.

With the war's end, there seemed justification in feeling proud of the American Merchant Marine and its distinguished achievements. And the nation was further strengthened with trained personnel and some improved ships with which to turn to the problems of a peacetime job of routine transportation.

Since the end of hostilities, sizeable cargoes have gone outbound from the United States, over both oceans. More are in prospect, by terms of the practically-assured-of-passage Marshall Plan. Yet the shipping industry, which served so well in time of war, may not benefit so generously from the European Recovery Program.

The so-called Marshall Plan recognizes the importance of a thriving shipping industry—to other countries. It proposes that the bulk of goods sent overseas be transferred in foreign bottoms. And to that end, Europe has long had a hand out for surplus American vessels—a hand that is reaching even further into the pockets of American taxpayers through the threat it poses to a vital industry.

The steady stream of American ships that have been sold to foreign operators has reportedly taken one out of five ships in the American merchant fleet, so far. More than 25 foreign nations have benefited from the charity of the United States in these ship transfers, with the chief recipients including Great Britain, Greece, Norway, Italy, France, Holland and Russia.

It seems unbelievable that national policy would encourage the depletion of as important an arm of national security as its merchant marine.

Disposition of some of the shipping relics and war-born vessels which were designed to meet an emergency rather than become the backbone of a peacetime merchant fleet is advisable. But only so in the event that concrete and comprehensive plans had been drawn for new design and more modern vessels to do the work that rightly belongs with the American shipping industry.

There is not a community in the United States, no matter how remote from the shipping ports of either coasts, that is not affected by this decimation of our merchant fleet. For future employment, as well as a strong national security, the American Merchant Marine has a vital role to play.

Unplanned generosity which will strengthen our neighbors across the sea while sapping the vitality of an important American strength will not implement any world-wide prosperity.

There should be a limit to giving!

—W. K.

Buy A Woman

Give her father a goat or string of beads and take her away to be your beast of burden or plaything or to labor in the field. So is the way of the heathen.

And shall America ever go heathen? The miracle among us is the answer. Take the miracle out and America must go DOWN—DOWN—DOWN. And what is the miracle? It is the man who himself was on the way down. One day he turned and saw a great light. He saw God's Son dying for his sins. He believed God, that his sins were blotted out and believing, God made him into a new man. Only God could do it. The man was new at home and about town. He was God's new creation—God's miracle for to-day and forever.

—"I have not touched a drop of whiskey since the day the Lord found me."—IVAN BECKER, one time foreman, Street Cleaning Department.

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Food To Friends Overseas

Thousands of cans of food for hungry children overseas is this year's project of the Campfire Girls' organization which observes its birthday anniversary from March 14 to 20 inclusive. Present membership rolls of the national youth group includes the names of 360,000 American girls.

In the Tualatin valley, special church services will mark the beginning of the birthday week and Camp Fire members will attend such rites in uniform.

Mrs. John Robinson, president

of the Beaverton council, announces that Reverend Werner Fritz, pastor of the St. Matthew Lutheran church, and Father G. M. Sniderhon, of St. Cecilia Catholic church, will base their sermons on the spiritual ideals of the Camp Fire girls and will emphasize the important role the organization plays in developing the young girls mentally, morally, spiritually and physically.

The theme of Camp Fire's 1948 birthday project is "Hello World: Let's Get Together!"

McKay - Whitford PTA MARCH 12

McKay PTA will meet at the school on Friday, March 12 at 8 p. m.

FROM ANCHORAGE

A recent visitor at the home of his parents, Mr. and Mrs. V. M. Pilip, was Clement Pilip of Anchorage, Alaska.

SKATE PARTY

Mr. and Mrs. Leonard McKee escorted nine children to the skating rink in Hillsboro recently. All had a very good time.

AT ROARING RIVER

Mr. and Mrs. Steve Blanken and Mr. and Mrs. Herman Blanken of Oswego, spent Sunday at Roaring River, Estacada.

They commented on the rugged beauty of the area.

JOINT BIRTHDAYS

Mr. H. C. Walther and small niece Sandra Walther celebrated joint birthdays at a party given in their honor in Portland recently. It was Sandra's first birthday. A lovely two-tier cake with the first tier decorated with candles for Mr. Walther and the second tier with a single candle for Sandra was served.

SORRENTO PARTY

A group of young friends gathered at the home of Donna Leverett of Sorrento road for a party Saturday, March 6.

FEED STORE CLOSES

Due to the death of Mr. Keffer's mother, the Keffer feed store of Progress remained closed on Thursday, March 4.

PARTY HONORS

The Robert Prouty home at Progress was the scene of a party in honor of Mr. Prouty's birthday on Friday, March 5.

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From where I sit... by Joe Marsh

Ben's Bride Gets Chickenhearted

Ben Ryder was mighty proud of his young bride when she offered to care for his new flock of baby chicks. "Just like a mother with her brood," he boasts.

Then came market time for fryers—and the crisis! Sue simply wouldn't let Ben near her chickens with an axe. She'd raised them as babes... she'd named them... they were her very own!

Ben poured himself a glass of beer, to think things over sensibly. He hated to lose the price on fryers... but he figured Sue had put up

with his peculiarities, he guessed he could put up with her fondness for the chickens.

So now Ben has the nicest brood of laying hens in town, and from where I sit, one of the most successful marriages, too. All because he "lived-and-let-live"—literally. And whenever he wants fried chicken, he takes his bride over to Andy's Garden Tavern for a crisp wing and a glass of beer.

Joe Marsh

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