

# BEAVERTON ENTERPRISE

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## Modern Merchant Marine

National Maritime Day, set for May 22 by joint resolution of Congress and by proclamation of President Truman, comes at a time when eloquent indifference characterizes national concern for this vital industry.

This indifference shows in many ways. Most damaging is the government policy of putting the squeeze on foreign trade shipping by American bottoms.

The Merchant Marine is private enterprise. Its transport of goods and passengers is conditioned by shipping charges, based upon a careful balance of wages and other costs against the prayerful hope of a reasonable profit. Yet, the significance of a strong merchant shipping arm goes beyond the defined circle of those who are active in or benefit from the industry.



NATIONAL MARITIME DAY  
MAY 22, 1949  
THE PROPELLER CLUB OF THE UNITED STATES

Whenever a steamship flying the American flag enters a foreign harbor, it gives definite, tangible proof that there is such a place in the world as the United States of America. We speak of good-will gestures and of spreading the ideals of our Democracy into the minds of countries abroad. But when a proud American vessel warps up alongside a dock or anchors "in the stream" this talk gives over to the actual gesture.

By the physical fact of the ship, itself, and the subsequent unloading of American goods or loading of outward bound cargo, more is accomplished for international relations than many other efforts solely expended toward such a result.

The advantage of a strong Merchant Marine is noted and accepted by many. But accepting a fact and implementing it for the common good do not always go together in practice.

There is much that might be done to translate the purposes and intents of National Maritime Day observance into sound future policy. There is much, too, that a vitalized approach to maritime development might return to the nation in dividends of strength.

Key to the full-scale development, under present commitments abroad, rests foremost with the federal government.

The volume of goods being shipped from the United States to Europe, through the European Recovery Plan, continues high. This would presuppose a parallel maritime activity.

Yet, with characteristic indifference, it seems that while the great heart of Uncle Sam bleeds for those who are sore beset by war and economic upheavals abroad, there is little practical consideration to ward the betterment of ships which fly the Stars and Stripes. An overbalancing percentage of such traffic is allotted to foreign bottoms, in defiance of logic and reasonableness.

This unconcern is all the more baffling when the history of the Merchant Marine following World War I is remembered. During this period, shipping concerns managed subsidies in one form or another and sailed the high seas in numbers for awhile. Then as world conditions slumped, the Merchant Marine followed the same pattern.

Modern developments in shipbuilding more or less passed the United States by. And at the outbreak of the second chapter of World War, we were faced with a desperate need of building up a decimated merchant sea arm. Only the faith and ability of management and trained personnel formed the nucleus around which the impressive record of wartime shipping was built.

An informed public, recognizing the many ways in which the shipping industry serves, acknowledges the basic merit of a National Maritime Day. The public should also understand the importance to the nation of a strong Merchant Marine.

Certainly, the shipping industry does not stand, with hat in hand, at the door of government bureaucrats asking for a comforting crumb in the way of preferential treatment or blind, unreasoning subsidy. Nor does it ask unlimited government contracts to unreasonably build up its revenue.

Rather, there is the simple, practical question of national strength being dissipated through a short-sighted government policy. Maritime design and shipbuilding facilities must be developed and maintained—all hinged on the demands of a thriving maritime trade.

We can all help bring about a readjustment of values and a realignment of national policy, through our thinking, our letters to representatives in Congress, our petitions by clubs and groups.

As we directly make use of sea-going services, too, we can make a tangible, significant contribution to a more modern, efficient American Merchant Marine.

W. K.

## If The Money Holds Out

Regarding the state highway commission's contention that a four-lane highway should connect the southern end of the state with Portland, it seems basic common sense to provide adequate traffic lanes in other than large centers.

Extension of the present Portland-New Era highway to Salem should establish a heavily travelled thoroughfare. If there are stretches of four-lanes interspersed with two lane stretches, the flow of traffic will be speeded up. Yet the ultimate need is for a complete thoroughfare of four lanes.

Tualatin has been designated as along the route of this new road development and for the city and neighboring vicinities, it will seem like a passport to growth and development. Whether or not the actual road will be four lanes however, will be of little local concern.

Beaverton, at the present, is undergoing installation of an additional two lanes through its area and the consensus among many is that it will aid materially in development. Merchants along Canyon Road, alarmed at inclusion of 18 inch curbs and the speedway aspect of the widened thoroughfare, are beginning to realize that four lanes of traffic may operate to actually encourage drop-in customers.

How far state highway plans will progress in the matter of super-highways and adequate traffic lanes depends on available funds.

The commission's plans for proper roads are steps in the right direction of progress and development—if the money holds out!

## Readers Say

### Labor Official Hits at Farmer Price Supports

To The Editor:  
Somehow, it doesn't make sense to slap extra taxes on consumers of farm products just to provide the money with which to buy up things like butter, eggs, potatoes, etc., and hold them off the market so that prices can be maintained at a level almost beyond the reach of consumers. That is it doesn't make sense to working people out here in the Western States.

It reminds me of a dog chasing his tail. If he catches it, he merely yelps and lets go. He is still hungry. He wastes his energy when he ought to be out chasing a rabbit, or some other form of animal life.

If farm prices are to be "supported" by the public treasury, then why not also "support" wages? Yet, the farmers, the very folks who get the benefit from the "supports" join hands with the Wall Streeters to fight labor, to pass laws against unions, and to keep wages down; so that the income of city consumers is not great enough to buy the products of the farm. To me, this doesn't make sense either.

A Washington report says that we, the public, now have something over two and a half billion dollars invested in farm products, which we, the people, are holding so that we, the people, cannot buy them, so that a few of the big farmers can sell what they have left at "support" prices.

Yes, I am sorry for the real farmers—the fellows who are actually tilling the soil, for too often in times past, they have worked for next to nothing. The gray train isn't the answer; however, that is, unless we are getting ready to turn this country into one huge socialistic experiment and put an end to individual enterprise.

The obvious answer, of course, is for the farmer to help and to cooperate with labor so that wages can be high enough to permit the public—and labor is the great bulk of the public—to buy as much farm produce as we want.

It is my opinion that we should quit emulating the hound chasing his tail, and go after that rabbit.

Sincerely,  
Bob Melquist,  
Hillsboro, Ore.

#### EDITOR'S NOTE:

If you are "sorry for the real farmers," you might condition your blast at the farm price support program with complete understanding of the parity setup.

In Oregon, for instance, farm prices have slumped while costs to farmers have remained constant. The parity program is not, as yet, too widespread but when economic conditions make it necessary, there will be some cushion against abject farm poverty.

You may be familiar with controversial union bargaining rules. Some labor organizations require so many employees for each machine, regardless of individual skill. An employer must maintain a contractual wage rate, regardless of the bulges or dips in his business volume. Union membership safeguards the job of a poor worker as well as an excellent one.

To an enlightened workingman public, these features are regarded as unassailable.

The farmer, too, figures the cushioning features of the farm price (parity) support program is a safeguard against economic chaos.

And, about that rabbit! Don't expect it to come from a magician's hat.

### Publicity Aided Blood Program's Successful Days

Dear Sirs:  
The Portland Regional Blood Center staff wish me to express their sincere thanks for the help which your papers gave for the Mobile Unit visit on Friday, April 29 in Beaverton and May 2 in Tigard.

Both had a most successful day and I am sure the publicity which you so kindly gave played a very important part in bringing in the donors.

Sincerely,  
Carolyn H. Matson  
Assistant Director

### SOLKO FURS HAS RE-OPENED

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## Jobless Decline Claimed By State In April Figures

Unemployment declined by 15,200 during April as compared with a drop of only 5,100 during the same month of 1948, the Oregon State Employment Service reported today.

Twenty-four local offices listed 50,300 persons actively seeking jobs as of May 1, about 9,000 more than reported a year ago, but in six areas—Baker, Pendleton, The Dalles, Medford, Grants Pass and Toledo, fewer were without work than in 1948.

Spring recovery in agriculture construction and lumbering were given as the main reasons for the state's rapid turn toward normalcy, but some sections continued to cope with many more workers than jobs. Many newcomers still were making inquiries at employment offices.

Nearly 70 per cent of the job-seekers were in the Portland-Oregon City, Eugene, Salem and Coos Bay areas. In six districts—Lebanon, Roseburg, Bend, Baker, Hood River and Toledo—last month's unemployment decline was more than half, but Freewater reported more idle workers than on April 1.

Unfilled non-farm job openings increased to 1,242 from 1,002 a month before, but most of the gain was in trade, service and construction in the metropolitan district. Lumber and logging listed 111 opportunities as compared with 82 on April 1, while construction outside of Portland had only 20 jobs to offer. A year ago 2,389 unfilled openings were reported.

Early harvests and other farm, construction and mill jobs were expected to make further gains in employment during May. The number of those filing unemployment claims has declined steadily from the 68,000 February peak to 27,000 last week.

## KAIN'S FROSTY PIE GLADDENS IN GUAM

From Kain's Frosty Kitchen in Beaverton, to a Navyman's family kitchen on the island of Guam, far into the Pacific Ocean, is the saga of a huckleberry-apple pie which gladdened the heart of the final consumers.

Received this week from Mrs. E. E. Huffington, 926, Box 20, FPO, San Francisco, was a letter thanking the Frosty Kitchen for the delightful treat that found its way to the island outpost.

"We have been on the island of Guam for seven months," the letter stated. "When my husband called me and said he was bringing home a fresh pie, I had a horrible vision of some Guamanian masterpiece full of weevils."

"Imagine my surprise and delight to find it was a delicious huckleberry-apple pie from your kitchen! I want to compliment you on it and hope you will continue to see that we get more of them."

In his reply, F. M. Kain, operator of the kitchen, explained that the fruit in his product comes from the lush Tualatin Valley and he noted the transportation means that could bring one of his pies to such a distant point, for Mrs. Huffington's eating pleasure.

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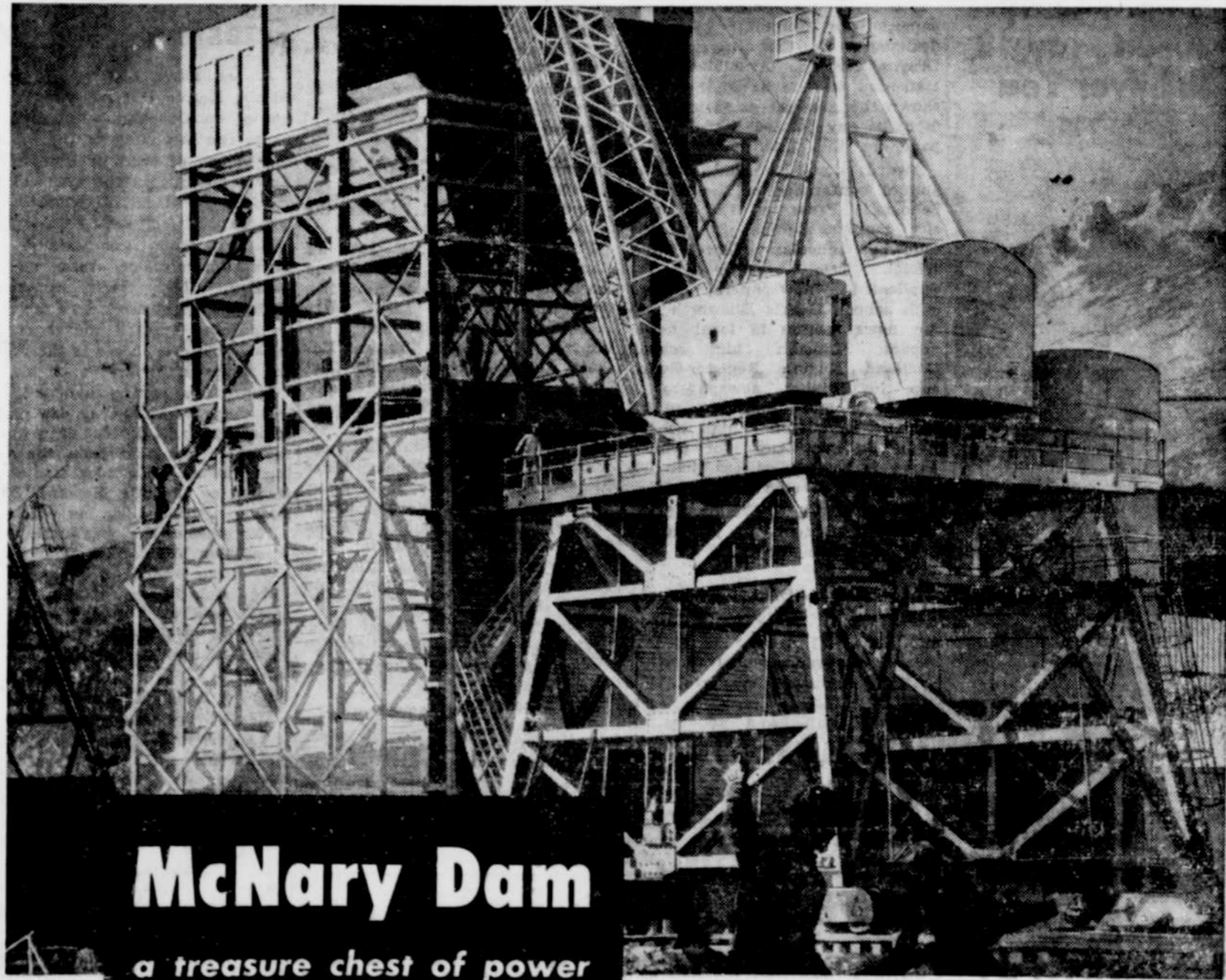
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## McNary Dam

a treasure chest of power

The winter of 1953-54 is the new date for the first power from McNary Dam, huge treasure chest of power, which will have an installed capacity almost twice that of Bonneville Dam. This is the first new major power source which will help to feed the power consuming Northwest. It is only part of a comprehensive program being undertaken by the government and your power companies to build new power projects to meet the electrical needs of this region.

Located on the Columbia River about 25 miles northwest of Pendleton, McNary Dam has been under construction since April, 1947. Initially (in 1954) it will supply 140,000 kilowatts and 840,000 more later, totaling 980,000 kilowatts—nearly twice the Bonneville output.

For the far future when more power is needed, the output may be increased by

still another 420,000 kilowatts by addition of extra units already provided for in the plan of construction for the dam.

### Power will remain critical for a time

The Northwest was short of power last winter, and conditions will continue critical for several years to come. Stepping-up completion of McNary Dam is one of the things the government is doing to speed its program for new power here. Portland General Electric Company and other members of the Northwest Power Pool are also doing their part to build new power sources and to use all available power to its best advantage.

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