

The BEAVERTON REVIEW

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Clean Reading For All The Family

A SHORT CUT TO THE SEA

Much of Beaverton's future prosperity depends on tourist travel because of its strategic position at the convergence of the Canyon and Bartha-Beaverton highways. Time must, of necessity, bring its reward, but local and active cognizance of our peculiar natural advantages will do much to hasten a financial realization. Good roads have become a national fetish, as nothing so accelerates active commercial intercourse, a secret long since discovered in the business world. A casual survey over the proposed road to the coast via Gales Creek and down the Salmonberry river places Beaverton on the edge of a veritable gold mine. Ninety-nine percent of the coast-bound Portland and inland traffic would use this route, as it shortens the distance to the Tillamook and Nehalem beaches approximately 35 miles as compared to the present route around McMinville—a route which in a large measure eliminates Beaverton in favor of the Newberg highway which is a few miles shorter. Individual, or disorganized effort, will not accomplish much in the creation of favorable sentiment, but a coordinated effort on the part of our business interests through the Chamber of Commerce in cooperation with friendly coast interests will tend to hasten favorable state action on this proposed short cut to the coast.

This route has been more or less held in the background because of the activity of the Wilson river toll road promoters, a scheme which has been or probably will be disposed of through elimination by the Courts, sentiment being generally in opposition to toll roads. People familiar with the proposed Salmonberry road are unanimous in their opinions that it offers the best solution, at a minimum expense, of a shortcut to the sea. The Salmonberry road would follow up the Gales Creek market road, westward to West Timber, from there to Coehran, thence over what is declared a well defined ridge to the mouth of the Salmonberry, following down the south fork to Moller, where it would intersect the Roosevelt Highway. To open this proposed route, would necessitate little more than twenty-five miles of new road, much of which is said to be light work.

An inspection trip over the route will be made next week by Messrs. Conway and Ruessing, of the Oregon Motor association, in conjunction with several enthusiasts from Wheeler and nearby towns, which, we believe will result in strong and favorable recommendations to the Highway Commission.

Beaverton should not let this opportunity pass to get behind a movement that, if successful, cannot help but redound greatly to our financial and social benefits. It's a timely issue that could, with dignity be embraced and nourished through our Chamber of Commerce, and, to which we respectfully call the attention of the club's officers.

REGRETTING THEIR FOLLY

"The moving finger writes; and having writ Moves on; nor all your Piety nor wit Shall lure it back to cancel half a line, Nor all your tears wash out a word of it."

Thus we read the seventy-first stanza of the Rubaiyat of Omar Khayyam, one of the ancient Persian poets, whose words and wisdom have weathered the obliteration of time because of the soundness of the author's finite philosophy. We recalled this particular stanza on reading an account of how one of the D'Autremont brothers evinced, in hopeless words, his regret over the criminal folly of himself and two brothers—a folly of murder and attempted thievery, terminating after a short and haunted freedom, in a lifetime behind the hard, drab walls of our penitentiary. As the guns barked, the "finger" wrote, and as the iron doors closed upon the light of freedom, it moved on, sealing forever the fate of the convicted. "Nor all your Piety nor wit shall lure it back to cancel half a line." Their doom is sealed.

As they came, they left the scene of their slaughter, penniless, but with the lives of their innocent victims clinging to their souls to ever plague the conscience. But had their illicit ambitions been momentarily successful, how would they have disposed of their loot? That is the great problem confronting all thieves, big or little. They become flies for human spiders, being forced to sacrifice their unlawful gleanings, often of great value, for a mere pittance, the disparity being the difference between an honest market and a crooked one. And they always get caught. No matter what the gains, crime cannot be made to pay. The criminal is an outcast even among his own ilk. It not only robs one of friendship, but deprives

him of mental serenity, derbening the doors to happiness and hope.

Rich in the Letter things of life is he who can look every person in the eye, knowing that what he possesses was gained by fair and honest endeavor, and what he is is the product of what he has been and what he has done. Thus when the "finger" writes, it will be of the nobler things of life—contentment here and hope beyond.

We read with some surprise a statement, purporting to come from C. A. Howard, state superintendent of public instruction, to the effect that a great number of high school students in Bible study are regrettably deficient, only a small percentage making passing grades in the state wide examinations recently held. To be exact, according to information at hand, out of 191 taking the examination in the Old Testament, only 77 succeeded in passing, while in the New Testament tests only 113 out of 217 were successful. The United States is known as a land of churches, hardly a hamlet but what supports one or more houses of worship, a fact which causes wonder at the lack of Biblical knowledge in the ranks of adolescent America. Simultaneously with the Howard report was an article anent an emotionalistic religious experience by the twenty-year old son of the Rev. John Roach Straton, pastor of the Calvary Baptist church of New York. The experience temporarily robbed the boy of normal speech, substituting song in an unknown tongue, not unlike the pentecostal experiences of the original Christian disciples. Truly, "God moves in mysterious ways His wonders to perform."

LOGANBERRIES KING

Never has there been a small fruit that enjoyed a stronger comeback than has the loganberry. Popular for awhile, the bottom suddenly dropped out of the market in 1924 and for three or four years was so uncertain that much of the acreage set to this particular berry was plowed up and converted to other uses. But gradually its intrinsic value forced itself on the buying public. The demand became general for both the berry and the juice. Growers returned to its cultivation, encouraged by profitable quotations from the canneries. Although the yield this year could not be called abundant, the quality was never better, nor the demand stronger. It is particularly adapted to the Oregon climate, and shipments from this state in foreign markets receive special attention, because of a tangy, yet elusive, flavor, unknown to other districts. The 1927 crop is fast ripening and in certain instances pickers are on the vines, but by next week the crop will be in full movement. Much of the crop will be shipped abroad, the United Kingdom being our most active market. In 1926 loganberry exports amounted to 289,707 cases with a value of \$1,130,166, and weighed 11,333,000 pounds. There is every indication of a continuously healthy market, and the Review augurs rich returns to all who either extend their present acreage or set aside a portion of their holdings for the growing of this particular fruit. This year the entire crop of loganberries will be harvested in contrast to a few years ago when the growers picked only enough for local demands which were limited, indeed. In many fields the berries were left on the bushes for want of a market of any kind. Now the export demand is greater than the supply which should make the growing of loganberries permanently profitable, especially in the Beaverton vicinity.

The Review is pleased to note an active interest among members of our Chamber of Commerce, as evinced at the meeting last Tuesday evening. The cordial good fellowship so noticeable everywhere speaks for the greatest measure of accomplishment. A town with a live commercial club usually forges to the front, the opposite being true of towns where such organizations become lethargic or cease to function. The growth and commercial health of a town need constant attention, and much of Beaverton's present prosperity can be traced direct to Chamber of Commerce activities. Everyone should get behind it. Keep your membership paid up and, when possible, answer roll-call. As a business man, it's a loyalty you owe your town—and your business. The people of Beaverton are justly proud of their city's achievements, but there is still room for improvement, much of which may be accomplished through the Chamber of Commerce, if properly supported. Here, as in many places, a few are left to shoulder the greater part of the burden and it's truly surprising how successfully they carry on. There are few, if any, of the smaller cities in the state of Oregon more favorably known than Beaverton.

LOVE

VERA E. ADAMS

How wonderful is Love!

Yes, Love is wonderful. But what is Love? It is not anything that men call love: Love is impartial universal good.

It giveth all, yet asks naught in return. Love never envies—nay, for Love has all; And though it gives all, still has all to give. Love is the wisdom that doth understand All that men need, the substance that supplies.

Love never fails; it is th' untiring Mind that vigil keeps above a sleeping world And waits for it to wake—and still is Love!

And when it wakes, is Love forevermore. And Love is Truth—that Truth which makes men free; And Love is Life—that Life which knows no death.

Love knows no evil, but is only good; For God is good, And Love is God.

"O' all sad words of tongue or pen, the saddest are these: It might have been."

Measure the love of your mother by the greatness of her suffering.

???

Do You Know

who discovered the Pacific Ocean?
Balboa, of course.

But that is the easiest of all the 500 or more questions that will appear in our new

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Twenty questions in each issue, and with them answers to questions in the previous issue. They will cover such subjects as history, geography, science, economics, music, art, drama, religion, natural history, famous sayings, sports and others.

OREGON STATE NEWS

The Mountain States Power Company at Harrsburg has installed lines for better service.

Dredging on the Yaquina Bay harbor near Toledo will soon begin.

The old Noti-Walton Mountain stage road is being widened and rocked in the vicinity of Eugene.

Work began July 1 on a new \$50,000 Christian Church at Roseburg.

Pacific Telephone and Telegraph Company's new building and service at Eugene will cost \$400,000.

Frigidaire Corporation has established a big branch plant at Portland.

The Coos Bay Harbor newspaper is erecting a large new office building at North Bend. Salem's new \$93,000 Leslie junior high school is almost completed.

Eight new street contracts at Eugene have been let for about \$27,000.

Springfield will lay 2 1/2 miles of sidewalks.

One week's lumber shipment from St. Helens totaled 3,500,000 feet.

Balfour-Guthrie sawmill, a mile southeast of Sutherlin, will employ 45 men.

A heavy hay crop around Harrisburg is assured this season.

A \$20,000 apple washery is being built at Hood River to remove spray residue.

The Wendling phone line at Springfield is being rebuilt with copper wires.

McMinville's cannery is financed and the plant will be leased for fruit use.

Work is being rushed at New Grand Ronde on the Salmon River cut-off highway.

Five districts will vote on a school consolidation project at Olney.

and mill at Gold Hill has been sold to Portland operators.

Eighty-one senior boys at Jefferson high school, Portland, earned \$52,899 during their high school years.

The Clackamas County cannery at Canby has reopened for the season.

Street curbs at Salem have 100 miles of roses in bloom.

Portland's infant mortality rate—37.7 per 4,000 births—is the lowest of any American city.

Linn county will spend \$30,000 this year on the Quartzville road.

The old Badger mine is to be unwatered to the 400-foot level and operated.

Astoria's new Union Pacific ferry will go into service July 1.

Application has been made at Klamath Falls for a new State Bank charter with \$50,000 capital.

Vale's city streets are being improved and sidewalks built.

The new Bisbee Hotel at Klamath Falls has opened. It cost \$75,000.

Independent Meat Company at Springfield has built a new abattoir.

The Rowena Mining Company at Springfield will work its Blue River gold properties, estimated worth \$80,000.

Two road contracts have been let at Tillamook for \$8,596.

Empire Fish and Cold Storage Cannery has incorporated for \$30,000.

Reedsport's new schoolhouse is estimated to have cost \$35,000.

The Silverton road is being graveled at Molalla.

The East Maupin Water Company has laid new mains in Maupin.

Frank Brown-Carlton, sold for better than \$63 per head a number of rams at public auction.

The Shepherd Logging Company has started cutting logs for the Hammond mills at Mill City.

Tillamook's First National Bank has doubled its capital to \$100,000 and has \$2,000,000 resources.

A new \$50,000 church will be built by the Methodists at Klamath Falls.

Spaulding's new pulp mill at Newberg has contracted a year's product to a New York buyer.

Harrisburg will carry on improvements of streets in city additions.

Ashland's new Swedenburgh block will house two stores.

The Mountain States Company at Springfield has completed the rebuilding of a power line system.

The 155,000 Wapunita road is to be completed this year.

Silverton's armory is being rapidly rushed to completion.

W. Barker has started a prune dehydrating plant in the Santa Clara district near Eugene.

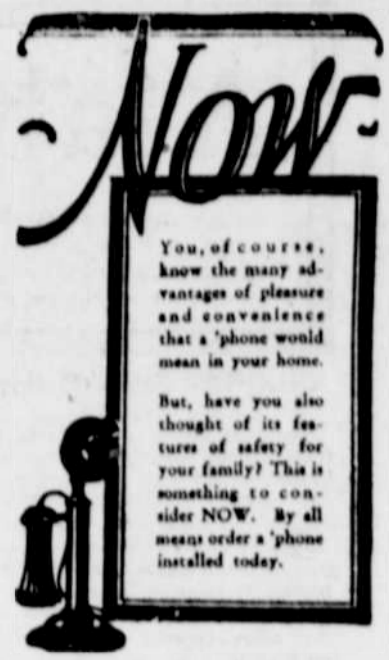
The McMinville Chamber of Commerce is buying a cannery for a fruit and produce station.

Fort Oxford district is building a \$16,000 schoolhouse.

Warren farmers are planting 300 acres of fibre flax, and a linen mill.

A new cannery association has been organized at Seio.

The Power Company at Maupin is extending its power line to Oak Springs.



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