

THE BEAVERTON ENTERPRISE

PUBLISHED BY PIONEER PUBLISHING CO.

VOL. 1, NO. 44

BEAVERTON, OREGON, FRIDAY, JANUARY 13, 1928

PRICE 5 CENTS

LEIS OFFERS VALUABLE ADVICE TO NEWCOMERS

Timely Hints on Fruit Tree Culture for the Amateur Orchardist

MUST MIX VARIETIES

Following is the Second of a
Series of Articles by
Aetna Orchards Prop.

There is no doubt some of our readers and new comers that intend to plant a few trees on their place this spring and no doubt among them will be the cherry and of course, the best as they think, there are the Royal Ann, Bing and Lambert. Should you plant any of them, or all of them, and have no others in the proximity, you will be very much disappointed as they will bloom but will bear no fruit, or at the most very little. You will need a tree of another variety to pollinize them. I may say the Waterhouse Black Tartan or Republican or the Kintish will do the work. The best trees to plant are one year old. They will do better than the two year old. Dig your holes not less than three feet in circumference and 2 1/2 deep full up, hole again up to about where the roots of the trees are to rest, then tramp reasonably solid. Set the trees, spread the roots, cutting off all bruised and broken fibers fill in with top dirt around and under roots, leave no airspaces; then

(Concluded on back page)

CARS CRASHED IN HEAVY FOG THURSDAY

During the dense fog Thursday night Mrs. L. Gilmore drove her car into the rear end of a truck belonging to Mr. Stiff of Aloha. The accident happened near Beaverton where a number of cars piled up when one car stopped suddenly. It was reported that the truck did not have any lights.

Over \$200 worth of damage was done to the Gilmore car. The hood and radiator were torn off when the car went under the end of the truck. In the car besides Mrs. Gilmore were her daughter June, Betty Stickney and Lucille Johnstone.

The Congregational Church Choir gave a surprise party on Mr. and Mrs. Wilds at the home of Mr. and Mrs. H. Boswell last Thursday evening. The Choir including their husbands and wives also Rev. and Mrs. McNeil. The evening was spent in playing games after which refreshments were served. Mr. and Mrs. Wilds are leaving Beaverton soon to make their home in Texas.

Daisy Brenner, 15-year-old sister of Lawrence Brenner, of Beaverton, disappeared from her home at Lents Friday. When last seen she was walking toward Gresham. It is thought that she might be on her way to Los Angeles, to visit an older brother, who is a dentist.

Phone 7503 when you need job printing of any kind. Prompt service.—Adv.

Rail Official Visions Great Prosperity During Year 1928

Western tourist travel for the year 1927 was heavy, according to J. M. Scott, assistant passenger traffic manager for Southern Pacific company. Mr. Scott said today that ticket validations for all lines for the westbound tourist season, May 15 to October 31, totaled 1,892,222 for the Pacific Coast, an increase of slightly over 6 per cent over the year 1926.

Looking ahead to the year 1928, Mr. Scott anticipates equally good tourist traffic to California.

"General business conditions for 1928 should be as good as they were during 1927," said Scott, "and there may be improvement. Therefore there should be no deterrent effect on tourist traffic on this score and the other factors such as increased interest in the West, a growing desire to see America as against travel to Europe and the continued advertising being carried on by the various community advertising organizations in Oregon and in California, and by Southern Pacific.

ENVOY FROM NORWAY



The new minister from Norway to the United States, H. H. Baekke, posed for this special portrait on his arrival in Washington. He succeeds Helmer H. Bryn, who was recalled.

Your child should drink at least a quart of milk a day. Phone Aloha Dairy.—Adv.

ALOHA-HUBER SCHOOL

Louis Shoenberger, of the sixth grade, has moved to Portland. Pearl Dudley, who was ill during the Christmas vacation, is still unable to return to school.

The seventh grade class, in winding up their study of Europe are studying about the music of the different countries. Monday they studied Spanish music.

A basketball game will be played Monday night at the Aloha gym between the Beaverton and Aloha-Huber boys' teams.

Ralph Klait, Wallace Wheeler, and Bruce Wheeler erected a 7-foot snowman in front of the Wheeler home Friday.

Glena Demeao ran a sewing machine needle thru a finger on her left hand.

The girls of the eighth grade have organized a basketball team. The Union Pacific boys won the basketball game last Thursday with a score of 19 to 14. They played Aloha-Huber school.

Roy Anderson sprained his left knee when he fell down last week while playing in the basement.

Chloe Gee is back at school again. There was only a two-third attendance at school last week on account of the snow but this week most of the pupils were back in their classes.

Owing to the absence of Mrs. C. E. Barker, on Tuesday afternoon, the primary grade went into Miss Sundberg's room.

A musical comedy will be given in Multnomah during February with Miss Elizabeth Hoben of Portland, as director. The comedy is called "Chorus" and 32 girls will take part, most of them pupils of Miss Hoben for 2 to 6 years. Mrs. L. L. Brown will sing two numbers. It is planned to give this affair at the school house.

The Tapestry Weaver

Let us take to our hearts a lesson—no lesson can braver be—
From the ways of the tapestry weavers on the other side of the sea.
Above their heads the pattern hangs, they study it with care,
The while their fingers deftly work, their eyes are fastened there.

They tell this curious thing, besides, of the patient, plodding weaver,
He works on the wrong side evermore, but works for the right side ever.
It is only when the weaving stops, and the web is loosed and turned,
That he sees his real handiwork that his marvelous skill is learned.

Ah, the sight of its delicate beauty, how it pays him for all his cost!
No rarer, daintier work than his was ever done by the frost.
Then the master bringeth him golden hire, and giveth him praise as well:
And how happy the heart of the weaver is, no tongue but his own can tell.

The years of man are the looms of God, let down from the place
of the sun,
Wherein we are weaving always, till the mystic web is done.
Weaving blindly, but weaving surely, each for himself his fate:
We may not see how the right side looks, we can only weave and wait.

But looking above for the pattern, no weaver need have fear;
Only let him look clear into heaven, the Perfect-Pattern is there.
If he keeps the face of our Saviour, forever and always in sight,
His toil shall be sweeter than honey, his weaving is sure to be right.

And when his task is ended, and the web it turned and shown,
He shall hear the voice of the Master, it shall say unto him:
"Well done!"

And the white-winged angels of heaven, to bear him thence shall
come down,
And God for his wages shall give him—not coin, but a golden crown.

—A. G. Chester

Another Side of The Traffic Problems

Here is something to make all of us think. It may be right, or it may be wrong. But we give our views as they occur to us.

An authority on the subject says traffic laws are now used only as a yard-stick by which officers make arrests; that nobody ever intends to observe all of the rules when starting out with the car.

There is much truth in that statement, tho we recognize the great value of strict regulation of vehicular traffic in the past. But when the country wakes up to the fact that fewer, instead of more, traffic laws are needed, we will have the responsibility of safety thrown on the driver, where it belongs, instead of upon some sign at the side or in the middle of the road or street.

If every infraction of the recognized rules of safety were to be placed under the head of reckless driving, and prosecuted as such, only ONE traffic law would be needed. Each case would then stand upon its own merits rather than upon an arbitrary, and often valueless (even sometimes dangerous) traffic sign.

In many instances, such as in the case of "boulevard stops," there is no reason whatever to stop, except that it is a violation of law not to do so. Such procedure isn't making our roadways safe. Instead, it is confusing and actually congesting traffic.

On the other hand, when Mr. Other Fellow depends upon a sign to stop Mr. First Fellow, and Mr. First Fellow doesn't, far better had there been no sign at all. How much better would it be to place the responsibility for safety upon ALL drivers, so that whatever judgment and common sense and courtesy motorists have, could be exercised along practical lines. Why not put the fear of God, instead of fear of a motor policeman, into the soul of the driver?

There never was, and there never can be, a sign that will fit all conditions at all times. Why subject the careful driver (we believe the great majority belong in this class) to a regulation made only for a fool. Society had better get rid of the fool, instead of narrowing their commerce, education and pleasure by a regulation made for his recklessness and needed only because he is what he is.

Of course this argument is no different from that advanced in respect to any line of human activity, where honest people are bound by red tape, regulation, taxation and useless rort, all because somebody is crooked or might become crooked. But a little more severity with the willfully wrong, and a little less harshness against the honest and caretaking citizen would be a wholesome move on the part of those in authority.

Such reforms of course can never come about with a 40 per cent vote at elections, a 5 per cent interest in public affairs, and a 51 per cent violation of those laws that are just and that afford protection to the individual and to society.

There are solutions, however, to the problem of traffic. Safety education ranks highest in the list. More stringent license regulations will also tend to eliminate the reckless, just as railroads and bus lines have practically eliminated that class

Prime Fur Produced In Tualatin Valley

Word has been received from the Fredrick Huth Fur Auction Merchants of New York city, that a silver fox fur owned by V. B. Price of the Virto Silver Black Fox farm was sold for \$220 at the December auction sale where approximately 3000 silver fox skins were disposed of. The price received was for a pup born and raised to maturity at the Virto farm on the Canyon road near Beaverton; which speaks well for both the climatic conditions for good fur production in our part of the state as well as the quality of breeding stock owned by Mr. Price, who states this was one of the poorest pups ever produced on his ranch, according to reports made at the annual meeting of Oregon Fox Breeders which was held at Salem Friday, the fox breeding industry is on a sound financial basis. Over one million dollars is represented in Oregon alone, of which our own county has a goodly share.

of employees. There can be no fool-proof automobile, nor an accident-proof street or highway. But there can be a nearly fool-proof examination for applicants to operate, and a coddling, sympathy-prosecution of those who endanger lives and property.

Vinegar in History

Vinegar was first made from wine, as its name indicates, at a remote period. Biblical writers mentioned it, and Hippocrates used it as a medicine. By the sixteenth century vinegar from grapes was being produced in France for home consumption and for export. In England vinegar was first made from malt liquors, a method of disposing of ale and beer which had soured. For this reason it was known as "alegar." Although this name has long since become obsolete, malt vinegar is still the standard in the British Isles. It is not known just when vinegar was first made in the United States, certainly very early as a home product.

Enough Herrings for All

That great sea bird, the gannet or solan goose, requires a large amount of fish. There are not many breeding haunts in these islands, but the few that we have are wonderful bird fortresses, for the birds congregate in their thousands, occupying every available ledge on the great cliffs they choose for their home. The gannets of Great Britain alone consume not less than 60,000,000 herrings a year, yet there appears to be plenty in the sea for them and us. If every gannet in the world were exterminated, I doubt if it would make the slightest difference to the amount of herrings captured by our fishermen.—London Mail.

He Threw a Turnip

A society woman called on a famous painter who, when necessity arose, could express himself with emphasis. Her ceaseless chatter did not permit him to get in a word edgewise. At length a pause to take breath allowed him to say, "We had boiled mutton and turnips for lunch today." "What a strange observation!" the woman exclaimed. "Well," he said, "it is as good as anything you have been saying for the last two hours."—London Tit Bits.

EARLE SANDE TO RIDE



Photograph shows Earl Sande, celebrated American jockey, standing in a doorway in Paris. He has been ruled off the track for a while and is in Paris arranging to ride in the races. He will not have to make weight as high-weight riders are frequent on foreign race tracks.

Donald Beelar, Warrenton, president of the associated students of the University of Oregon, has been named on the activities committee of the Student Federation of America, following the recent national conference at Lincoln, Nebraska. Mr. Beelar and Miss Vena Gaskill, Beaverton represented the University of Oregon at the session, which was attended by more than 100 college students from every part of the United States.

STOP WORK ON CABLE

Workmen commenced laying a cable across the viaduct at Multnomah for wires for the Pacific Telephone Co., about December 30. The work was nearly finished when the silver thaw commenced, but was resumed last week until stopped by John Vatters when men laid the cable across his property without permission. The case will be settled next Monday.

The telephone company claim that they have a right of way over the viaduct and cable can be laid within a foot of the viaduct. This was done through Messrs. Putman and Vatters basement but they changed the cable to three feet away from the viaduct sidewalk in the basement of the Vatter store and across the street, so as to connect with the telephone pole at the corner of the McDonald Hardware and Furniture Store.

Drink cold milk instead of coffee you'll feel better. Aloha Dairy.—Ad

CLACKAMAS COWMEN WOULD COOPERATE

Extend Invitation to Other Cowmen to Join County Testing Association

SEVERAL TESTING NOW

The Secret of Successful Dairying Depends on Knowledge of Individual Production

A limited number of dairymen can be accepted into the Clackamas County Cow Testing Association at the beginning of this year. During the past few months ten Washington County dairymen have been testing and securing individual records on their cow thru this association.

One of the several benefits of the Cow Testing Association records is that there is a market for four day old heifer calves at \$10.00 to \$12.00 each from high testing grade cows. Tillamook County has had such a market for several years and cannot fill all orders.

Washington County has a large number of untested high grade cows and such a market for day old calves could be developed here if the owners of such cows had Cow Testing Association Records.

Contracts for cow testing with the Clackamas Association may be had at the County Agent's office at Hillsboro.

HUBER BOY SCOUTS MEET

There was an election of officers at the meeting of January 6. Frank Shepherd was elected scribe and Gordon Coward senior patrol leader. Harold Price was re-elected chaplain, Clarence Bous, patrol leader; and Ivan Welch ass't patrol leader of the Wolf Patrol. The Hawks elected Walter Stickney patrol leader and Verle Pushie ass't. patrol leader. The Foxes elected Gene Sandon patrol leader and John Mitzel ass't. patrol leader. John Mitzel joined the troop and is now a member of the Fox Patrol.

MULTNOMAH BANK TRAVELERS CHECKS RECOVERED

A little dog, done what police were unable to do, when travelers' checks amounting to \$2600 stolen from the Multnomah Commercial & Savings Bank in 1924, were dug up in a garage at E. 93rd St., Los Angeles, last week.

Phillip Grossmeyer and Co., received a letter from the special agent of the American Express Co., in Los Angeles, stating these facts and also that Phillip Sloper, who was executed in June 1926, for killing a San Francisco policeman; who intercepted bank robbers, lived at this address at this time.

Portland Looms as World's Leading Grain Shipping Point

Portland will be the world's leading grain shipping point during 1928.

This prediction is made by E. N. Bates, marketing specialist and investigator in grain handling for the United States Bureau of Agricultural Economics. Bates has just completed a seven years' study of grain conditions in the Pacific Northwest, with headquarters in Portland. Recently his offices were moved to San Francisco as he is now undertaking a special study of barley and rice in California.

Bates estimates that a total of 40,000,000 bushels of grain, principally wheat, will be shipped through Portland during the next twelve months, one-third of this amount being bulk and the other sack grain. Most of this grain will be handled by Portland port facilities for shipment to the United Kingdom, according to Bates.

During his seven years in Portland, Bates, as a representative of the U. S. Bureau of Agricultural Economics made a comprehensive study of grain conditions on the Pacific Coast. He estimates that grain growers would save more than \$11,000,000 annually if bulk handling of grain were adopted throughout the Pacific Coast area.

"From investigations made by the United States Department of Agriculture," said Bates, "as to the extra cost of handling sacked grain at the Portland terminal market together with consideration of data

which were obtained by Professor Strinman of the University of California in his studies of the extra cost of handling grain in sacks at the farm, it would appear that on an average a fair estimate of the loss resulting from handling grain in sacks instead of bulk, including the value of the sack and twine, is about 11.5 cents per bushel for all sacked grain shipped to terminal markets. The grain remaining on the farm or going to local markets, where sacks are retained by the farmer, would not bear quite so great a loss. Making an allowance for grain thus handled, it seems safe to assume that 10.5 cents per bushel would be a reasonable estimate of the average loss per bushel on all sacked grain. This would make a gross loss per year on 111,000,000 bushels of \$11,655,000. This enormous sum, if expended for building country elevators at shipping points, would build 466 elevators of 50,000 bushel capacity each at the high cost of 50 cents per bushel capacity, but elevators can be built much cheaper than this."

Bates attributes Portland's dominant position as a grain shipping center to favorable transportation conditions, which permit the landing of wheat as tidewater at comparatively low rail freight rates; and to the nature of demand which causes wheat to flow westward for shipment by water from Pacific Coast ports.