

BEAVERTON ENTERPRISE

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The Canyon road is open for traffic. Like the old road which the new replaces present name is outworn. The Canyon road was just what its name signified, narrow, steep and the curves, sharp and numerous. People traveled it for many, many years. It served its purpose. Traffic became so dense that the old road would no longer safely and quickly handle the thousands of motor vehicles that were driven in and out of Portland every twenty four hours. The public insisted upon a faster method of reaching the city. The new highway answered that. Today one can drive safely, quickly and comfortably from any point in the heart of Portland in fifteen minutes.

The new highway is not a road it is a boulevard. It is justly worthy of a more appropriate name. Some one has suggested calling it Beaverton Boulevard. This has a definite meaning. However the Enterprise does not insist that this be the name, but it feels that the new highway should be renamed. It is a wonderful piece of engineering and construction. Residents know of the splendid qualities of the highway, but strangers might be deterred from using it under the present name. Send in your suggestions for names.

Oregon is now the scene of a titanic battle between three major railway systems. The Oregon electric has suddenly come to life and its owners, the Great Northern and Northern Pacific, have opened up the purse strings and started a most ambitious and far reaching construction campaign. The Great Northern is extending southward with San Francisco its destination. That does not at first thought signify any thing to this section. However other construction by the Oregon Electric will tie into the new route. The Oregon Electric is headed eastward from Albany towards a low pass over the Cascades. When it is extended a few miles further only a short gap will separate it from the main north and south line of its owners. Will these railroads route northern through trains through Portland, then up the Columbia to Fallbridge, then southward, also transport the immense tonnage from Oregon Electric down the Willamette Valley to Portland, thence east and south? This practice may be followed for a short time. Later the present Oregon Electric tracks will carry the heavy north and south traffic of the northern lines. Within a short time the west side of the Willamette will have a main north and south line as far south as Albany. This will mean better marketing conditions and faster rail service.

Have you registered? Registration books close Oct. 4 and you have only a short time in which to attend to this important civic duty. With the heated campaign for governor everyone wants to cast a vote, it is impossible unless you have registered. Your county clerk can advise you whether you are registered, if not, where you can be registered.

AIR MAIL SERVICE PROPOSED AWAY BACK IN 1822

WASHINGTON—Adoption of air mail was urged upon the Post Office department away back in 1822, when the editor of Freeman's Journal, published at Norristown, Pa., recommended to the postmaster general that a "flying machine" of which he knew would expedite mail deliveries. Records at the department recently made public contain data indicating a general interest in the subject of aerial transportation of mail dating back to the early Nineteenth century. The editor of Freeman's Journal wrote to Postmaster General McLean in 1822 as follows:

"We would advise the postmaster general to avail himself of the novel and very ingenious flying machine invented by James Bennett of Philadelphia, by which we conceive the mails would be transported with more celerity, and their arrival at the places of destination be much more certain than is the case at present."

Information as to the nature of the novel and very ingenious flying machine invented by Mr. Bennett of Philadelphia is not given in the records.

Interest in the subject of air mail continued to grow, according to a historical sketch recently compiled by the division of air mail service, until in 1870, when Paris was beleaguered, 500 pounds of mail were sent up in free balloons to be carried out of the city by winds. This method proved unsatisfactory, due to the obvious uncertainty of winds, and of the point at which the balloons might land.

Following these early and crude experiments, the definite achievement of practical air mail is dated in 1911 when demonstrations of airplane mail service were made in India, England and the United States.

"The first air mail service in the United States," a bulletin of the Post Office department states "was conducted at Nassau boulevard, Long Island, N. Y., during the week of September 23 to 30, 1911, Earl E. Ovington, with his Queen monoplane, was duly appointed an air mail carrier and covered a set route between the temporary post office established at the flying field and the post office at Mineola, N. Y., dropping the pouches at the latter point for the postmaster to pick up."

The Post Office department continued to urge air mail tests, and during 1912 gave out 31 orders permitting mail to be carried on short exhibition and experimental flights between stations in 16 states. The strides made by aviation during the World war brought out better airplanes, and in 1918 congress appropriated \$100,000 for establishment of an experimental air mail route.

The first route was between Washington and New York, with a stop at Philadelphia. From this point on the growth of air mail has been steady—Publishers Auxiliary—

OREGON CITY—Hill units from seed grown by the tuber unit method with Garnet Chili potatoes selected in the field last fall on Doris Young's farm promise to produce a new strain of certified seed. County Agent J. J. Inskeep reports. These fields have been inspected by farm crops specialists of the Oregon Experiment station.

PACIFIC GREYHOUND BUILDS IN OREGON

New construction calling for an expenditure of approximately a quarter of a million dollars is being carried on in western Oregon by Pacific Greyhound Lines.

According to R. W. Lemen, vice president in charge of Oregon Stages Division of Pacific Greyhound Lines, this expenditure represents the largest outlay of any motorcoach company in Oregon in recent years.

The principal structure is that of the new motorcoach shops, garage and general office building being erected on the block bounded by Hood, Baker, Front and Sheridan streets in Portland. This structure, represents an expenditure of \$200,000. At Albany, a new passenger terminal has been constructed by the Albany Securities Company for Pacific Greyhound Lines at a cost of \$25,000. This building is being occupied by the motorcoach company on a long term lease.

Corvallis construction will cost \$20,000 and covers a new garage building. This follows closely on the expenditure of several thousands of dollars for remodeling the passenger terminal in that city.

Approximately \$6,000 is being expended in Grants Pass in remodeling and modernizing the motorcoach passenger terminal there. The terminals at Klamath Falls, Newberg and McMinnville were recently remodeled at a cost of \$9,000.

The Portland garage and general office building which was opened with a formal ceremony on October 1, will cover an area of 200 by 240 feet. The second floor, facing Hood Street will serve as general offices for the Oregon division of Pacific Greyhound Lines. The entire main floor area of the building will be given over to one of the most modern motorcoach reconstruction and maintenance plants in the United States.

The capacity of the plant when all available space is occupied is rated at 77 motor coaches of modern design. One of the features of the plant is a wash rack that will thoroughly wash and renovate a motorcoach in about five minutes.

According to Lemen, approximately 100 skilled mechanics will be employed to keep the more than 100 motorcoaches, operated by Pacific Greyhound Lines in Oregon, in perfect condition.

FIGHT THE FLY PEST

Kill the wintered-over fly. A female fly killed in April or May will make nearly six billions fewer flies in September.

The rapidity with which flies multiply is amazing. One wintered-over female fly on April 1 will, if unmolested, produce a progeny by September 10 of 5,987,200,000, according to the calculation of Dr. Howard, chief entomologist, at Washington, D. C.

If every wintered-over fly were killed when it first appeared in the spring, the fly menace would soon be solved. To kill one fly early in this season is as effective as killing millions in midsummer.

Fly time is upon us. Already the wintered-over flies are making their appearance. They will soon be rapidly increasing. We must begin now to fight the fly. We must not let one escape if we can help it. Mankind has no more deadly enemy than the fly. They kill thousands of people every year. Most of the victims are little children. Typhoid fever, cholera, dysentery, summer complaint, tuberculosis and other intestinal diseases may be spread by germs carried by the fly.

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It is better to prevent sickness than to wait until the disease has been contracted and then attempt to cure it. It is safer and easier to keep flies out of our homes by proper screening by trapping flies and by destroying their breeding places, than to get them out when they once are in.

On exterminating the fly the first and most important step is to get rid of its breeding place. The manure pile is the most prolific source of the fly nuisance. In this they are born, on it they feed over it they crawl as fully matured flies.

Flies Indicate Filth
Manure should never be left to stand in a pile. It leaches away; loses its value as fertilizer; provides breeding places for flies.

Wherever you find flies you will find filth. The garbage can or swill barrel should be kept dry and clean and the stable whitewashed. Food should not be let exposed. Milk should be kept covered.

We should keep our premises clean. We should screen our homes and business buildings. We must destroy the breeding places of the fly, and we must starve him. We should organize against the fly, just as we would against an invading army. The fly is a menace to the conservation of food; to the conservation of health; to the conservation of human life.

A special fly campaign should be started in every community now—today. Everyone the old and young, the schools, the churches, the newspapers, the city officials, the merchants, the bankers and professional men should co-operate.

ON OREGON FARMS

COQUILLE—Coc county farmers are convinced that summer irrigation of Ladino clover pays. Fields in the county receiving water this summer are green and have made good growth despite heavy pasturing while those without water were practically dried up before the fall rains. Experience has also shown that there was little difference between Ladino seeded in the spring and in the fall, except that the latter had given a slightly better stand.

BEND—A light honey crop was had in central Oregon this year, according to W. T. McDonald, Deschutes county agent. The cause is said to be the cold weather occurring last spring, particularly during May and June.

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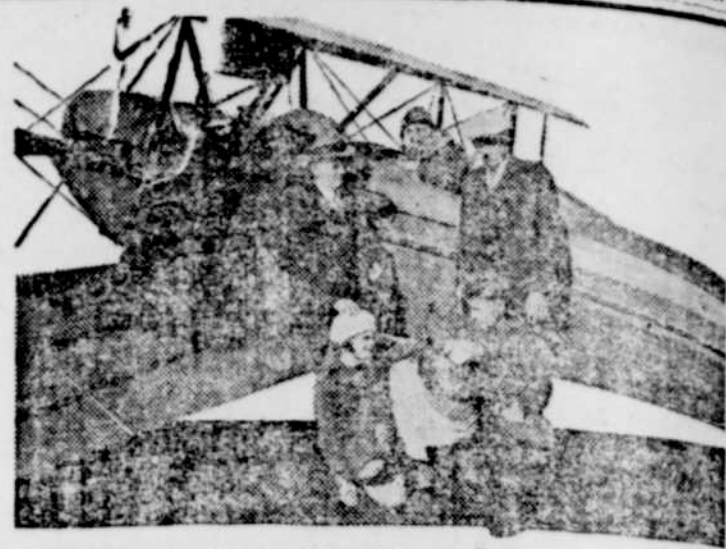


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O. M. Plummer and grand-daughter Doris Ann Barnes; Chauncey Hubbard and Chauncey Jr. greet Hampshire Ewe (donated to Boy and Girl Club Exhibitors by Fleming and Hubbard, Sunnyside, Wash.) its arrival in Dick Rankin's plane at 1929 Pacific International.

Approximately one thousand head of outstanding breeding sheep in America will be exhibited at 20th Annual Pacific International Livestock Exposition, Portland, Oregon, Oct. 25 - Nov. 1. The Sheep Division is one of the stronger departments of the Exposition, offering almost \$10,000 in premiums.

With the assistance of the U. S. Dept. of Agriculture and Pacific Co-operative Wool Growers Association a Wool and Mohair Show will be staged exhibiting fleeces of all breeds shown in the Sheep Show.

Eleven other complete shows combine, under the 11-acre roof, to make the 1930 Exposition the greatest of all Pacific Internationals—Pure-Bred Livestock Show; Fat

Stock Show; Manufacturers' Land Products Shows; Industrial Exposition (covering 2 acres); Poultry Show; Rabbit Show; In the new T. B. Wilcox, Jr. Hall, Boys' and Girls' Club Work Exhibits; "Truth-in-Meat" Exhibits; world-renowned Horse Show; Life Exhibit by Oregon Fish and Game Commission; and a complete Dairy Show featuring milk, cream, ice-cream, butter and cheese of all kinds. Premiums offered total \$100,000.

The Pacific International Horse Show is the Exposition's great entertainment, providing seven evening and three afternoon programs and \$35,000 in cash prizes.

All leading transportation lines offer reduced round-trip fares to the Exposition.

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