

BEAVERTON ENTERPRISE

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Beaverton Office—Broadway at O. E. tracks, Phone Beaverton 7503
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The Red Cross is Yours

The annual roll call of the American Red Cross began Monday this week and continues until Thanksgiving day.

This great organization needs no introduction to the people of this county and certainly no praise from us will add to its prestige. Its record in times of war and peace is well known to all of us. The Red Cross deserves the support of the American people and hundreds of us here should respond promptly to its appeal by enrolling ourselves as members.

The peace-time function of the Red Cross, as an agent of mercy to those caught in an unexpected disaster, may not seem important sometimes as we sit in the quiet of our homes. However, when the demoniacal forces of nature are loosened against us, to leave a populace stunned and amazed at its fury and destructiveness, the symbol of the Red Cross and the aid that it extends becomes of transcendent importance.

The few dollars that we contribute to the Red Cross is cheap participation in the glorious realization of mercy and relief. Surely there are few of us in the county who can afford not to give at least one dollar to be included in the army of those unwilling to help the afflicted and unfortunate.

Few readers of this article will disagree with the sentiments expressed. Many of them, however, will put off the actual signing of the roll call card and the giving of the vital contribution. We urge you as an individual to respond to your better impulse and make your contribution immediately.

Italians Worried

Only a few months ago it was widely said that the League of Nations was a colossal failure. Today there seems to be an excellent chance that it will be able to do what seemed the impossible—stop Mussolini's African colonization ambitions.

Italian troops are still fighting in Ethiopia. Italian papers which are merely the echoes of the dictator still say that Mussolini's war-like spirit is unequalled. But, at Geneva, Italian spokesmen are talking in much softer voices. They seem genuinely worried.

Reason: Through League action, 50 nations have pledged themselves to stiff economic sanctions against Italy—and England, leader of the League in the present crisis, has refused to reduce its Mediterranean fleet, is sending still more ships to key points.

A New Brand of "Liberty"

Two minstrels who drew from their guitars music about "the downfall of the Soviet Union" and "the end of the world" as they wandered among collective farms in the Kiev district were sentenced to death in the Kiev Regional Court as counter-revolutionaries. Twenty-two others received prison terms of three to ten years.

And this is what liberty and freedom amount to in Russia! God save this country from the agitation and propaganda that would destroy our own Constitution, limit freedom of speech and press and establish a brand of "liberty" where life, death and property are subject to the whims of a political dictatorship.

Button, Button

You may remember the old game, "Button, Button, Who's Got the Button?" The person who got the "button" was the goat.

A modern craze of "button, button" has been going on of late years in the special and class tax movement.

One of the first and biggest "buttons" was sewed onto motorists when the gas tax went like a case of measles from coast to coast. There are special food and other taxes and many laws and proposals on up to the "share the wealth" plan which is just another class tax idea. The chain stores are in for it now in many states with special class taxes on them, levied or proposed.

The trouble is that there are plenty of "buttons" to go around. Politicians' pockets are just full of them and they would rip them off their clothes, if necessary.

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"button" yet with a class tax on your business, but you may get one any day.

Think it over the next time a tax is proposed that will hit only the other fellow.

Map-Making and Farmers

There are people in this county who wonder why governments spend money for map-making. They consider it a waste of time to send experts to measure the earth, classify its soil and makes notes of its varied conditions.

Perhaps it will be interesting to farmers to know that there is in preparation a new map of the world and that, in about two years, government experts and foreign scientists will attempt to locate areas where weather conditions are best adapted to various crops. The work includes recording, interpreting and correlating weather facts to show the relation between climate and agricultural production.

Once this is completed, it will be possible to make far more accurate

estimates of crop production and to advise farmers all over the world as to the possibilities that may lie ahead of them any year.

A few years ago most of us had too much money in closed banks; now we hardly manage to keep anything in the open ones.

Children who dislike school seldom know what a good time they are having.

Radio as an Agency in Interpreting Education

To the Editor:

It is not fantastical to say that widespread public education is essential to the security of our republic. Our forefathers established the public school in recognition of this truth. Nothing has happened to shake the faith of our people in universal education as the only sure guarantee of our free institutions. Our history is replete with pronouncements, documents, and laws emphasizing the integral place held by education in our social structure. In this task of educating everybody school must continue to be the indispensable agency.

Important as it is, however, and impossible as it is to substitute anything else for it, it must be reinforced and supplemented by other agencies, if universal education is actually to be achieved. This is especially true if education is looked upon as a process continuous with life and not simply as an organized program which begins automatically at the age of five and ends abruptly at the age of twenty-one. The school lays the foundation of our education, while libraries, newspapers, magazines, radio, museums, travel, study groups, and many other means are available for continuing education throughout life.

The radio has multiplied the possibilities for further universalizing knowledge. Who will discount the influence of a mechanism over which thousands of programs are broadcast daily from some five hundred stations to an audience of over fifty-six million people? That the radio is bound to affect education both within and without the schoolhouse in an most profound way is inevitable. The challenge is to be as inventive in the use of this new tool as in its creation, to the end that the maximum public good will result.

AGNES SAMUELSON,
 President N. E. A.

To the Editor:

The old obstacles to a democratic system of public education still survive in various forms. They are these: an aristocratic society; the notion that the support of schools is not a legitimate responsibility of the state; that education is a matter for the family, the church, and the individual to provide; that the masses do not deserve or need education beyond the rudiments; that free education is public charity. Then, too, those who have profited by the old order oppose the new. And there is social inertia opposing any change.

HERMAN H. HORNE,
 School of Education,
 New York University



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Babson Says---

Can the Rails Come Back?

Babson Says Industry Needs Thorough Overhauling

Babson Park, Mass., Nov. 15—When the famous Coolidge market began in 1924 the average railroad stock was quoted at \$83.30 per share and the average industrial stock at \$92.50. Today—twelve years later—these prices are about \$35.00 and \$143.00, respectively. Railroad shares have declined fifty-eight per cent while industrial shares have advanced fifty-four per cent. This comparison of prices shows that the railroad industry is badly ailing. Consequently, I should like to give a diagnosis of the railroads' illness.

Rails Suffering from Shock

From an average of 1,014,000 cars loaded per week in 1929, traffic has fallen to 557,000 cars in 1933, and 600,000 this year (estimated). This tremendous loss of business—roughly fifty per cent—has been a terrific shock to a highly capitalized industry burdened by inflexible overhead. Little wonder that only a few roads are earning their fixed charges today. From a shorter term viewpoint, the depression has been the rail's biggest problem; but from a longer pull standpoint the growth of competition is the most serious ailment.

Trucks, autos, and buses have cut into the railroads' business in the last twelve years. The following tabulation will give some idea of the traffic losses which the carriers have suffered since 1924 while the motor vehicle industry has been booming:

For obvious reasons the carriers' biggest losses have been in high-rate, short-haul shipments and they may now have lost all this type of traffic which they can. Moreover, on the long-haul, the rails seem to be "competition proof."

Will Traffic Come Back?

Much of the short-haul freight which the rails have lost to their competitors has been in the less-than-carload-lot group. These shipments are largely made up of consumers goods and the biggest share of recovery to date has been in the consumer industries. The heavy goods, which are only now beginning to move, constitute the bulk of railroad traffic. So here is the really important point: Those industries which still send their products by rail have not contributed to the recovery. So when the heavy industries get into full swing railroad traffic should show big gains. Furthermore, it is possible that the big drain on passenger revenues has reached its climax.

Much loss in revenue has come from the decreased use of coal. Coal has always been one of the rails' big income-getters. Even in 1934 it aggregated thirty-four per cent of total tonnage and nineteen per cent of total revenue. During the last decade increased efficiency of machinery, competition from other fuels, and the building of hydro-electric generating plants have cut into the use of coal. Another barish development of recent years has been the steady decline in freight rates. As far as rates are concerned, the rails are between the "devil and the deep blue sea." If they should boost tariffs or decrease frequency of service, they would immediately lose traffic to competitors. If they cut rates, the increase in tonnage would not be sufficient to offset the loss in revenue.

Labor Skims Cream

To add to their troubles there are powerful factors which are hiking the expenses of the carriers. First among

these is the labor problem. The only cut (ten per cent) which was given to railroad employees during the depression has now been restored by union pressure. This alone means an additional expense of \$100,000,000 annually. Then there is the new social legislation which will cost \$50,000,000 in the first full year of operation and by 1939 the carriers' portion will be \$215,000,000 annually. This compares with the present annual pension bill of around \$30,000,000.

Another very important item of increased expenses has been in the purchase of fuels, materials, and supplies. Householders know that fuel oil has risen very rapidly in price and so too have the prices of soft coal, iron, steel, lumber, copper, and thousands of other supplies which are necessary for the maintenance of the nation's huge railroad system. It is estimated that price increases since 1933 have added \$130,000,000 annually to the railroads' bills. This, plus the pension costs and the wage restoration, has boosted carriers' expenses to a total of \$290,000,000 annually, which more than eats up the \$278,000,000 gain in gross revenues since the bottom of the depression. And these higher costs make no provision for rehabilitation and modernization of equipment which will be absolutely necessary sooner or later.

Rails Not for Baby's Bank

At this point investors may well ask: "Is there any hope that the rails can come back?" My answer is: "Yes, providing that the industry can be given a thorough housecleaning." The solution of the railroads' dilemma probably lies along the lines of more efficient operation such as the use of new equipment, the pooling and coordination of existing facilities; the dropping off of unprofitable services and branches; and freedom from unreasonable union labor domination and political interference. But will this ever come? That is the real question in the railroad outlook, for the possibilities of traffic gains are fairly bright.

I have already pointed out that competition may be passing its climax. Moreover a twenty per cent increase in total traffic over the next two years as the result of business improvement is very possible. Such a gain would go a long way toward putting the entire industry back on its feet temporarily. The cream, however, is off the industry. It has passed its prime of life. SO MY ADVICE TO INVESTORS IS TO HOLD ON TO MOST OF YOUR RAIL SECURITIES FOR BETTER PRICES—BUT KEEP THEM AT THE TOP OF YOUR STRONG-BOX AND SELL THEM AS SOON AS THEY AGAIN LOOK GOOD! Business, as registered by the Babsonchart, is now 18% above a year ago and only 19% below normal.

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Dr. Charles H. Herty, noted chemist, finds that rayon can be made from cheap pine.

It is true that you may drop a handbill on your customers' porch, and your children can study by correspondence, those that crave religion can read their Bibles, and we could buy our sacks from the mail order boys, BUT is that helping the growth of the town.

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A. C. Winn (left), new manager of Vanity Slipper shop at 611 S. W. Morrison street, being greeted by K. G. Hanson, manager of Vanity Slipper shop at 533 S. W. Broadway. Winn has been in the shoe business in Boise and Seattle for 10 years.

State House Gossip

BY ERNEST L. GRAY
 Continued from Page 1

constitutional majority of 31.

Both houses of the legislature ended their sessions with one member shy. In the senate John D. Goss, of Marshfield, was killed in an automobile accident after the session was two weeks old. In the house Representative James H. E. Scott was gravely ill in the hospital as the final gavel fell. He was brought down on a stretcher to attend and was in the house only under emergency conditions. He had not been there but once the final week.

Since the death of Senator Goss, the democratic leaders are getting behind Speaker Howard Latourette for national democratic committee-man. Goss had been advanced for that position even though Latourette had announced his candidacy. It appears as though the latter will defeat the old standby—Walter Pierce.

Drs. O. F. & S. Etta Hiesley, Osteopathic Physicians and Surgeons, have moved to larger quarters at N. E. 20 and Couch, Portland, Oregon.

Read the ads here it is worth your while.

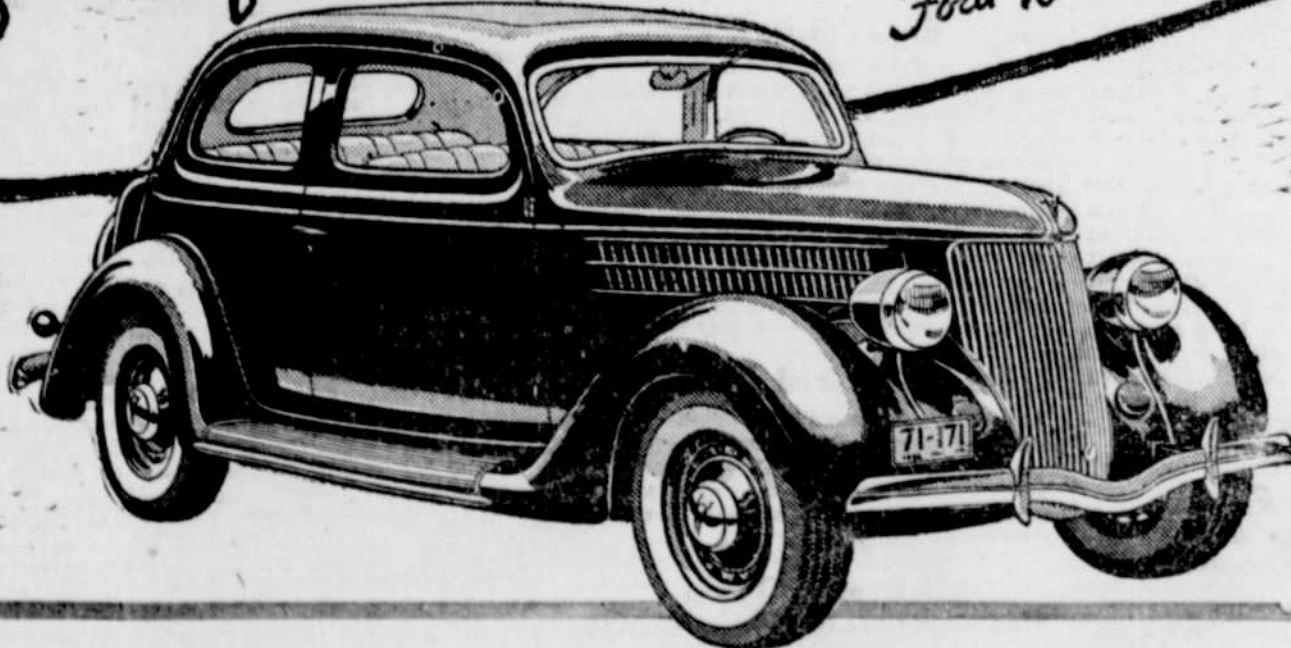
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