

BEAVERTON ENTERPRISE

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Fortunes made out of Waste

Fortunes have been made out of waste. The difference between prosperity and want is often based on waste. Many an individual has gotten ahead in the business world by eliminating waste in his business and domestic affairs.

The automobile industry is one in which there has been much waste by both the manufacturer and the consumer. The average car owner does not wear out his car before trading it in for a newer model. He drives carelessly or at excess speeds causing much loss of life and property by so doing. The constant change of manufacturers in models and the lack of standardization of parts and the lack of thought in design to make for economy in repair is often lacking.

Waste products when utilized often have proven more profitable than the original product for which the business was established. It often takes an emergency of some kind to compel us to alter our habits of thinking.

There are many thousands kinds of waste. Waste may mean things we use too much or of things we throw away with use still in them. It may also mean the wantonness of duplication, as when we had 81 colors of shoes, 5,000 styles of rubber footwear, 400 different models of washing machines and 300 styles of pocket knives or a fancy cooking receipt which calls for ingredients that are expensive and seldom used in other cooking. This war will show us how wasteful the individual and his government is.

Premature PUD

Reprinted from Oregon Voter
 An amazing confession has been made by a Peoples Utility District official.

Commissioner J. L. Steinbach (at last report secretary) of Tillamook PUD has issued a statement favoring postponement of his district's planned purchase and operation of properties of the Mountain States Power Company.

The PUD executive confessed that Bonneville's promise of power manifestly will not be fulfilled during the war and that rate reductions could hardly be expected in less than "three or four" years. A Bonneville engineering report is the quoted authority for not expecting early rate reductions in the district.

If this amazing development does not put a crimp in the ambitious plans of Central Lincoln, PUD—situated exactly as is Tillamook PUD, also holding one of those premature power purchase "contracts"—to take over and operate West Coast Power properties immediately, then the Lincoln county promoters will display daring of the nth degree.

If the Tillamook renegeing does not put caution into residents of Columbia River PUD at St. Helens, asked to vote \$1,250,000 property-purchase bonds on May 15, then object lessons don't mean much to them. The same may be said for Union county residents, where a \$925,000 bond issue is to be voted on May 15. The same may be said of Clatskanie PUD and Nehalem Basin PUD, where bonds were so blithely voted, and of Washington county residents if they vote themselves into a PUD setup on May 15. Over-zealous promises, it seems, have a way of coming home to roost.

In PUD circles it had been confidently expected that Tillamook PUD would be the first in Oregon to launch into the electric power business.

Steinbach Confesses
 Secretary Steinbach's signed open letter, appearing in recent Tillamook Headlight, speaks for itself and speaks volumes. It was addressed to "Electric Rate Payers of Tillamook County" and was as follows:

"There have been so many changes in conditions since the 1940 bond election, and especially since negotiations started with the Mountain States Power Co. last August, that I feel a study of some of these changed conditions is in order.

"1. In 1939 an appraisal of all the properties of Mountain States Co. was made and the depreciated value of the properties was estimated to be \$385,670.68 and it was also estimated that, without the power plant, the entire distribution system could be rebuilt, new, for \$419,000.00. (These figures did not include contractors profits or cost of acquiring right of way easements. Based on that appraisal and other studies made by competent engineers the following statement was broadcast over the county just before the bond election: "That if only the properties in Tillamook county were acquired, it would be necessary to issue only \$650,000 of bonds. The bond issue

would be used to cover the purchase price of the existing properties, rehabilitation of the properties to put them in shape to render first class service, extensions to serve new customers, betterments to the system, and working capital. (\$750,000 bonds voted.)

"2. A Bonneville line to Tillamook was believed an immediate certainty back in 1940 when we voted the revenue bonds.

"3. During the bond election campaign specific rate reductions in all schedules were promised as soon as the district acquired a system.

"4. Rural extensions were promised, to be constructed promptly after the district got into business.

"Today we have a far different set of conditions to reckon with. This is how it looks now:

How Picture Changed

"First: The company is asking \$625,000 for its properties, nearly twice what they are worth. This purchase price, plus acquisition costs and other expenses incidental to taking over the business, would require the issuance of \$700,000 of bonds. There would not be sufficient funds left of the \$700,000 issue to properly rehabilitate the old system, and construction of proposed extensions would require additional financing.

"Second: Construction of the Bonneville line is just now getting under way and the earliest date that it can be completed, if everything goes right, is November 1st of this year. As the war situation becomes more acute in the coming months, the shortage of materials, especially copper, may delay completion of the Bonneville line until after the war is over.

"Third: It is apparent now that no rate reductions, as were promised, can be made if we take the properties over and have to depend on the overloaded, antiquated steam plant as our only source of power. The Bonneville Administration has prepared an engineering report on the proposed acquisition of the Mountain States by the District, under date of February 20, 1942, in which the following recommendations appear:

Unchanged Rates, 3-4 Years

"Until such time as Bonneville power is available to the District, rates should remain unchanged, at least for the next three or four years."

"Fourth: No rural extensions can be built while the war is on. It will be impossible to get copper for any new construction, and financing is also out of the question now.

"I have outlined briefly in the foregoing some of the changed conditions facing us today. There are several angles to this proposition that we as a community should consider carefully before we take the final plunge into the public power business under wartime conditions.

"Would it be wise to take over the private system, now in its dilapidated condition, and attempt to operate it without having Bonneville power available as a standby?

"Would it be wise to obligate ourselves, now, to take over at some future date when Bonneville finally gets here?

"Would it not be better to wait until the Bonneville line is completed and ready to serve us and then re-examine the whole matter and settle the affair in the light of conditions that will be far clearer in our minds than they are today?"

J. L. STEINBACH

Premature Staff

Tillamook PUD signed one of those famed power contracts with Bonneville back in 1940. As recently as Aug. 21, 1941, the PUD sponsors told in the Tillamook Headlight how the district was getting ready to reduce rates "up to 33% for home and farm consumers and up to 37% for commercial and industrial power users." Full rate schedules were printed. Bonneville field men had gone around with local promoters at one stage in the game and helped "sign up" Tillamook firms and householders to take Bonneville power.

It is of passing interest that on Oct. 29, 1941, Bonneville Power Administration's high-paid "Information Service" sent forth a "news release" which said:

"Allocation of funds for construction of a 57,000 volt transmission line and switching station facilities necessary to serve the Tillamook (County) Peoples Utility District has been approved by Paul J. Raver, Bonneville Power administrator. Total cost of the project will approximate \$338,000. The Tillamook (County) PUD has a contract for purchase of 2,000 kilowatts of prime power from Bonneville Power Administration. The contract provides resale rates shall reflect low-cost Columbia power to customers."

Utility in Union

Union County PUD around March 1 signed one of the phony advance



JACK TEAGARDEN

Who will appear at Jantzen Beach Park with his dance orchestra May 2 to 10.

power-purchase contracts with Bonneville. On May 15 the residents also are to vote on a take-over bond issue of \$925,000, properties of Eastern Oregon Light & Power Co. supposedly to be acquired.

Now that pressure from Washington has forced Administrator Raver to conserve war-needed materials by abandoning construction of the Pen-

dleton-La Grande transmission line, the Union County PUD may land in the same position now occupied by Tillamook PUD. There is no prospect that it may obtain government-subsidized power.

—Oregon Voter

Jantzen Beach To Open This Saturday

The nationally famous Jantzen Beach Amusement Park on the Columbia River near Portland will open its full summer season this Saturday and Sunday, May 2 and 3, featuring "Play-Keep 'em Happy" for both civilian workers and men in the forces stationed locally.

The beautiful outdoor Crystal swimming pools of Jantzen Beach will open this week-end if weather is favorable. Picnic tables and improved cooking facilities have been set-up throughout the acres of shaded lawns, and all thrill rides put in first class shape.

Jack Teagarden "King of the Blues Trombone" and his famous orchestra will open the summer season of dancing every night at Jantzen Beach Ballroom, playing nightly from May 2 through 10. Other bands to be heard later are Gus Arnheim, Sonny Dunham, Henry King, Jan Savitt, and Harry James all during May and June.

Dad Watson's "Old Time Dancing" will open its sixth season this Sunday afternoon at 2:30.

How About a Trolley Ride?

With last year's tires wearing thin and the gas supply threatened, Boston motorists may be diverted by the current search of its transportation service for the single old-fashioned open streetcar which it believes it owns.

Every traction company in the United States had such cars in the early years of the century. The Boston Elevated company had nearly 1,500 of them in operation in 1913. How they disappeared might be a subject for research.

If the present demand for street cars, due to the lessening of motor traffic, brings back the open car, we recommend two things: George

should get one of those cords that Father used to wear between his straw hat and his coat lapel if he wants to keep his hat. And Mamie should leave her parasol at home. It always fell off the car.—C. S. Monitor.

Send your news items early in the day and early in the week—if wanted in this weeks issue.

Tell your lawyer to send your legal to this paper.

BARBWIRE BILL

Hillo Folks: Well, I'm away out here in Western, Okla, am talkin' every night in a church in Putnam I wuz out in this country in the days when cattle and Indians wuz thick, when I wuz a kid. The last time I wuz here wuz in 1923 after civilization had kum on. I put on a "round up" among sinners then, still find some of 'em with the Lord's brand on. Carrie Nation once lived in this country in a dug out. BILL



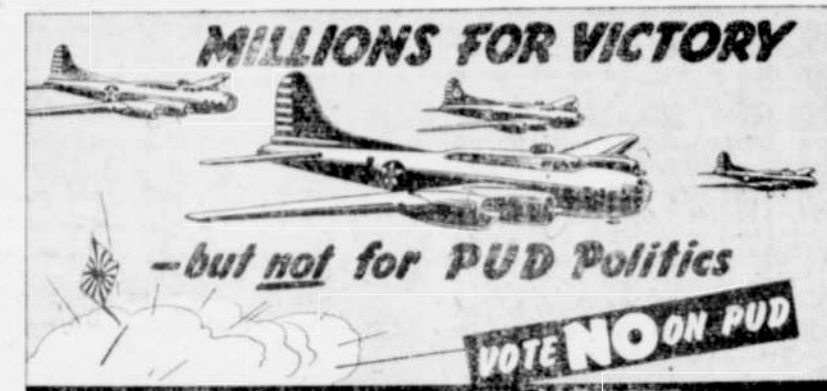
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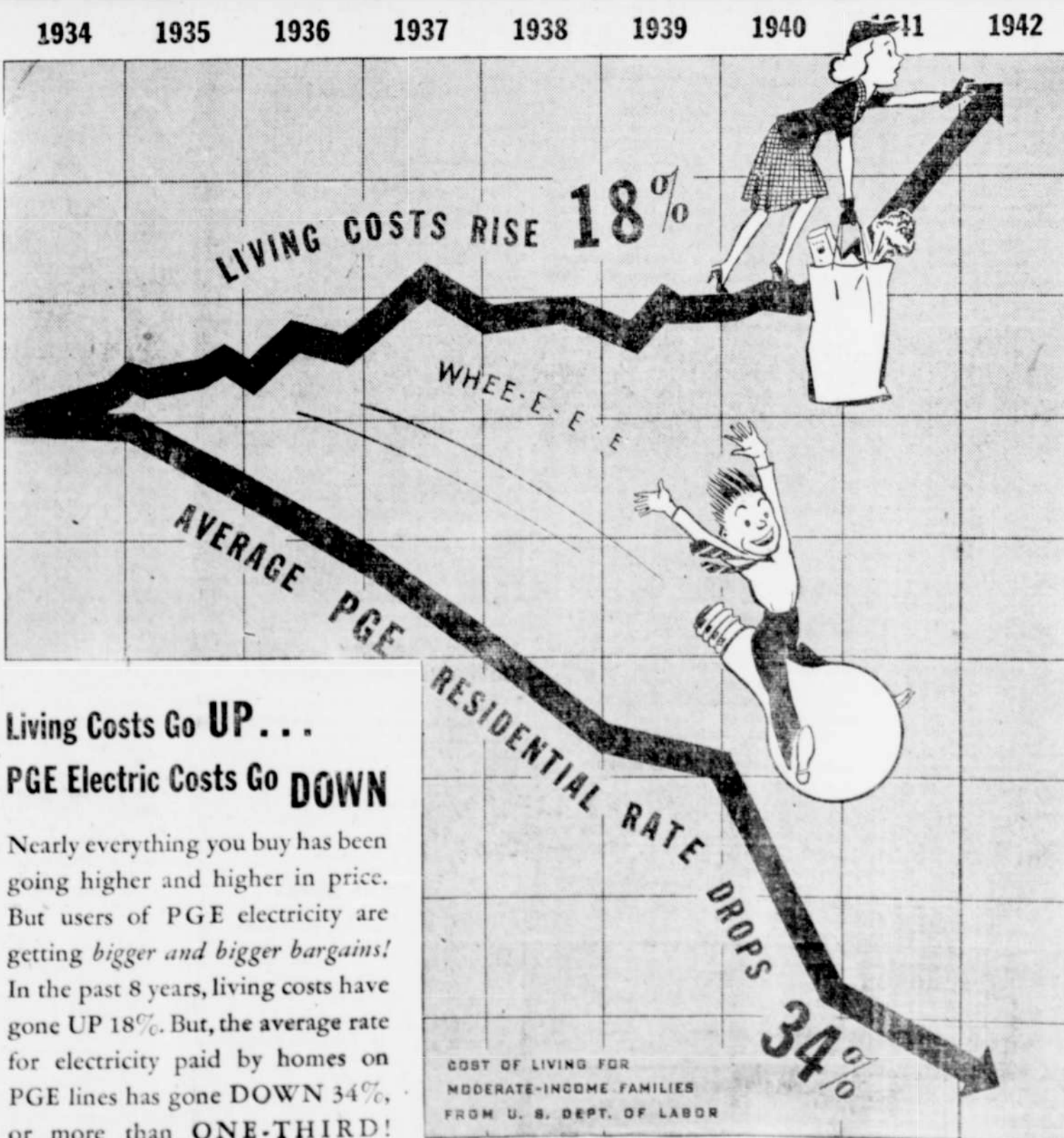
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