

BEAVERTON ENTERPRISE

Published Friday of each week by The Pioneer Publishing Co., at Beaverton, Oregon. Entered as second-class matter at the Post Office Beaverton, Oregon.

STANLEY W. NETHERTON Editor and Publisher
MRS. EDNA BLACK Associate Editor-Office Mgr.
WALLY KAIN News Editor

SUBSCRIPTION RATES—PAYABLE IN ADVANCE	
In Washington and Multnomah Counties	OUTSIDE TERRITORIES
One Year \$2.50	One Year \$3.50
Two Years \$4.50	
Three Years \$6.50	
6 Months \$1.50	

MEMBER: Oregon Newspaper Publishers' Association.

The Greatest Need

Out of Eastern Oregon, a persistent clamor arises to increase the gas tax in the state by two cents, to a total tap of 8½ cents per gallon. On the face of it, there might be some reasons for so doing, in order to build feeder roads from agriculture areas in the market places.

There might be some justification, in the light of the state highway department's plans to contribute to the improvement of heavily travelled streets of some cities, to collect a backlog of funds for a far-reaching development of roads throughout the state. But, first of all, what will the state do with the surplus it now has? And how does it propose to prosecute this far-reaching plan of road improvement?

First of all, in any highway plan, there is the requirement of funds. Then, to administer these funds, there must be an engineering force of such proportions as to get the work done. But all of these requirements are to no avail unless, behind every highway development plan, there is a charted goal which will promise to bring the greatest benefits to the greatest number of citizens who, through gas tax and otherwise, pay the bill.

There are two kinds of roads, of course. One primarily serves the workaday tasks—the transporting of goods from one spot to another—travel from home to work; trips for shopping reasons.

The other sort of road is for pleasure and recreation. High speed thoroughfares, for instance, that avoid regular lanes of traffic and bring the motorist more quickly to areas of recreation.

There is the justification for both types of highways. But from a practical sense, the workaday roads should first be improved, then attention should be turned to the recreational.

We in the Tualatin valley have full reason to evaluate the urgency of one type road over the other. The highly dangerous Canyon Road (Tualatin Highway) from West Slope to Gaston is a case in point.

Probably nowhere in the United States, and certainly not in Oregon, is there a volume of traffic more inadequately provided for than on this narrow, two-lane road.

Petitions, resolutions and appeals of all sorts have been directed to this problem. Except for fancy promises, nothing concrete has as yet been done.

Still, the engineering skill of the state has been concentrated on the laying of a "super highway"—Sunset by name—which will be one straight route to the beach, for the recreational pleasure of the state.

Anyone who has fought his way to the beach over a week-end or holiday will recognize the advantages to come from this completed highway. Yet, it seems a shameful misapplication of funds and effort when, every day of the year, the Tualatin highway for hours at a time is travelled bumper to bumper by users in workaday transportation.

The Capitol Highway, out of Multnomah, is another example of a woefully inadequate route that is being shamefully neglected. As the state highway department so plainly shows in the matter of Sullivan's Gulch, there is no shortage of money for highway improvement. Yet the Capitol Highway, one instance close to home, could do with a little attention from the financial and engineering backlog that is reportedly available.

An argument for a gas tax of 8½ cents per gallon might be that such a provision would find the tourists who come here to enjoy Oregon's scenic wonders ending up with a contribution toward the highways.

Yes, tourists—if there are enough—would be able to add to the state tax coffers as they pass through to more appreciative states. But think of the person who drives five days a week over such a route as Capitol Highway or Canyon Road. Consider the extra tariff he must pay for the continuously unimproved road that takes a backseat for a holiday road.

What backers of a high gas tax might recognize is that the most effort should go to the place of its greatest need.

ELSEWHERE IN OREGON

Events As Chronicled by Our Contemporaries In Northwest Communities

SAFE TO SEA

Like even the weariest river, logs and floating debris are winding safe to sea. But in the river town of St. Helens, there's a bit of consternation as to what the ocean-bound logs might do before they hit the blue Pacific.

Bridges and small tugs bear the hazards of collision, but there's still a chance to pick up an honest salvage dollar or so, as reported by the SENTINEL-MIST.

On a recent Sunday morning, when the wide Columbia started arching its back and pointing to a possible flood stage because of melting snow in the mountain tops, a river-watcher counted 136 free floating logs of even lengths, headed past town.

Some of the water-borne took out after a few strays and may have corralled them. But most of the logs continued on an uninterrupted trip to sea.

Recovery logs can mean more than pin money to an alert ri-

verman. Ranging in price from \$25 to \$35 per thousand feet, log scale, it wouldn't take too many recoveries to put the monthly budget safely out of the red again.

On the other hand, log-raft owners who see their regimented ranks of tall timber break up at flood time, suffer many a headache. One raft gone seaward on its own can mean up to thousands of dollars loss.

WORMS FOR THE HOOK

Since the beginnings of every man's boyhood, when a bent pin and a worm meant the magic formula for snagging a fish, night-crawlers have gained a fascinating popularity—particularly with ordinary fishermen.

One couple in Forest Grove, victims of a fascination dating back 18 years, find themselves with a thriving industry on their hands simply because, as the NEWS-TIMES points out, of Western Oregon anglers who beat the door at all hours of the day or night, seeking the age-old fish lure.

The whole story started with an 18 year prelude. The couple found a fisherman's can of worms on the Nehalem river and brought it home, finally tossing them into the backyard and forgetting about them.

Ten years later, the backyard was literally swarming with big, juicy night-crawlers that would make a nimrod's heart jump with joy. So, the old fascination really took hold with the result that by now the worm farmers are practically crawling with the luscious bait, which they raise as scientifically as they know how—and they're learning every day.

The worm contingent get on the outside of an amazing total of chaw. To the tune, as a matter of fact, of a 100 pound sack of grain per month and all the loose grass cuttings available.

Bumper Crop For Wheat Farmers Seen In Report

If the winter wheat crop turns out as now indicated, U. S. farmers this year will produce the third largest crop in history.

Prospects are for a crop of 845,484,000 bushels, a total exceeded only in two other years: winter wheat production in 1947 was a record 1,067,970,000 bushels, and in 1946 the crop totaled 874,725,000 bushels.

Acres remaining for harvest this year is estimated at 52,471,000 acres, about 4 percent less than last year, but 26 percent above the 1936-45 average. The portion of the seeded acreage that will not be harvested for grain is estimated at 10.5 percent, compared with 5.7 percent last year and the 10-year average of 12.4 percent.

The indicated yield is 16.1 bushels per acre for harvest, 3.4 bushels lower than last year and half bushel per acre lower than average.

Power Attorney Still Goes 'til Revoked By Vet

Veterans who assigned powers of attorney for the handling of personal and financial affairs during their time in active service should be cautioned that these powers remain in effect until action is taken to revoke them, an Oregon banking official told the state department of veterans' affairs today.

This word was from Donald W. MacKay, trust officer for a large Oregon bank, who said that in many instances the veteran did not intend these powers to remain in force after his return home, but that he may have neglected to cancel the authority.

Whoever holds the papers designating power of attorney—whether a bank, an attorney, a county court, or other agent—should be notified by the veteran that he wishes to revoke the power, and wants the papers returned to him. This can be done in writing, except where the papers are recorded by the county.

In the latter instance, a notarized statement of revocation should be filed with the county clerk for recording.

Pulled A Fast One

Jacob was as crooked as a dog's hind leg and he pulled a fast one on his brother Esau and left Esau holding the bag. At that Esau vowed to kill Jacob who then fled into a far country. Years later Jacob started back home and on the way there came the night when God met him to handle him. Out of it Jacob the liar surrendered to God who then gave him his new name—ISRAEL, which means, NOT MY WILL BUT GOD'S BE DONE. So Jacob the liar became Israel, living to do God's will. See Genesis Chap. 27-32.

God sees a lot of born liars like Jacob. ONE—He sent Christ his only Son to die for them. Believe God, that Christ died for you and God gives you new birth into eternal life. TWO—He then sets to work in your heart to make you fit. He may even need to send you into rags, sickness or woe until you say, not my will but God's be done. And in it all look away from self to Christ to see you through.

"Christ is the Hub with prayer, Bible, witnessing and obedience, the spokes that lead out.—A Clackamas County Girl.

This space paid for by a Seattle family 8 W. McChesney Rd., Portland 1, Oregon

Star-Taylor

If you want to buy, trade or sell TRY A CLASSIFIED AD.



\$50 — \$50 — \$50 — \$50 — \$50 — \$50 — \$50

Your Old Fur Coat IS NEEDED NOW!

As fur styles have undergone their greatest change in 6 years, we need old coats for the greatest fur remodeling season in a decade.

Gonty's Allows You \$50 in Trade for Your Old Fur Coat

ON A NEW COAT PURCHASE

... Regardless of Your Coat's Age or Condition

All Gonty coats are made in our own factory, assuring you of superior quality and workmanship in the latest 1948 styles at lowest available prices.

One year's free service, and free storage on all new sales.

Easy Credit Terms—No Carrying Charge

GONTY'S FUR SHOP

1639 S. W. 2nd Ave., Portland AT 2925
ONE BLOCK SOUTH OF AUDITORIUM


\$50 — \$50 — \$50 — \$50 — \$50 — \$50 — \$50

Next to a man's stomach his paycheck is the way to his heart. Here in Oregon employment is still on the increase, with wages and salaries at an attractive high level in comparison with other parts of the country. During last year employment rose six per cent over that of 1946 and is still rising. Moreover, the increase in employment in the past seven years has exceeded the state's phenomenal gain in population.

Like every other state we have our unemployed, but the number is not impressive. Continuing growth of native industries and commerce and the development of new industry and business means continuing job prosperity and reduced unemployment in Oregon.

AS THIS REGION GROWS, SO GROWS PGE

Situated in the heart of Oregon's largest industrial-commercial area, PGE feels strongly the pulse of increasing activity. The company believes that rising and steady employment is the most powerful of all indications that Oregon has a bright future. PGE supplies the electric power for many of the establishments and people taking part in this state's development. The company is currently engaged in expanding its facilities at a record pace. Seven million dollars will be spent by PGE for new construction this year.



Bonneville Power Distributor

PORTLAND GENERAL ELECTRIC COMPANY