

BEAVERTON ENTERPRISE

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Lesson of the "Haylift"

On the heels of one of the worst weather-disasters in the history of the west, with untold herds of cattle and numerous families isolated by blizzards and heavy snowfall, the United States government and the Army air force have come through with magnificently "flying colors".

There is something heroic and awe-inspiring in the quick national response to disaster that seemed to be the first reaction of the government. Without a question, the president ordered relief at any cost to the heavily snow-blockaded cattle country. For blizzard aid, immediate funds were found almost as if by blank check, for the military.

And not stopping at the first step, the president indicates the need for appropriation by Congress of a supplemental relief fund of \$500,000 in addition to an initial \$500,000.

Here is the key to the greatness of America. This response to crucial need, this disregard of time-consuming delay gladdens the American pride. Certainly, in this country, we can meet tragedy with quick, sure remedy.

And well should this part of Oregon recognize how vital federal support is in time of need. Last Memorial day, at Vanport, uncontrolled flood waters of the Columbia river burst through a restraining dike and swept forward in destructive vengeance—in spite of circulated promises that "there was no danger".

In this angry rampage, a city was wiped from the map. And the Columbia river, elsewhere in its course, brought hardships and property losses well into the millions of dollars.

Immediately after news of the flood reached Washington, there was the same galvanized reaction—with some slight difference. Reports were made as to the amount of relief to be administered. But the reports are all that ever reached the flood sufferers.

In the case of Vanport refugees, for example, the aid that finally arrived was in the shape of dilapidated, surplus trailers upon which subsequently, even their substantial rent was subject to an increase.

In the comparison of blizzard relief to the story of Vanport will perhaps lie the real lesson of "OPERATION HAYLIFT".

Can We Afford Not To?

There is more than local advantage to be considered in the pending bill in the state legislature concerning the setting up of some sort of educational program which will take care of the segment of population which might otherwise chop off its education at the completion of a high school course.

That selection of whatever site is deemed best to the junior college proposal might be interpreted as an act of favoritism cannot be denied. Yet, it should not be over-emphasized.

Regardless of sponsorship, the idea of a junior college or an equally inclusive substitute answers a crying need of present day citizenship. It must be remembered, above all else, that a high school education is not fully adequate as preparation for the problems of the future.

It is no fallacy to assume that high school graduates, beset by financial shortcomings, would welcome a well-planned junior college, with adequate curriculum serving to equal the courses and training obtainable in the first two years of regular colleges of the state. Assurance that they would can be seen in the success and growth of Vanport Extension Center.

Designed, primarily, to meet the educational needs of returning war veterans, Vanport has taken on the attributes of a general education center. With the flow of ex-G.I.'s now well past its peak, more and more non-veterans are registering for classes.

Location for a fully accredited and equipped junior college, as provided in Senate Bill 9, will be in Portland. Reason for this idea is that Portland is the most heavily populated center in the state. The suggestion is to bring education to the greatest potential enrollment, where living and employment conditions are more wide-open.

One of the factors that enter this discussion, of course, is the immediate outlay of money required. Senate Bill 9 would appropriate \$2 million for the purposes of the act.

What should be measured, in computing this cost, is the value to the future of a properly instituted junior college. Will the broadening of educational convenience offer an advantage to the citizenship of the immediate future?

Rather than question whether or not the state can afford a junior college, it would seem more pertinent to wonder if the state can much longer afford not to concern itself with this grave problem of preparation for the future.

Allen Family Proved Real Tualatin Valley Pioneers

FOUNDER ARRIVED AT BEAVERTON, FALL OF 1877; TRANSPORTATION PROBLEMS KEYNOTED ISOLATION

By Hervey S. Robinson
(Continued from last week)

In the fall of 1876, Orrin S. Allen brought his family to Oregon from the oil fields of western Pennsylvania. A carpenter by trade, Mr. Allen had been working on the derricks, sheds and other buildings connected with oil industry.

He was a scholarly man, a great admirer of Horace Greeley and a faithful reader of the New York Tribune.

He also admired Henry Ward Beecher so much that he wanted to name his son Henry Ward Allen but his wife objected, so the boy was named Clarence Ward and became a well known early settler in the Beaverton vicinity.

Della Wade, a sister of Mrs. Allen and wife of J. C. Weathered, had come west in 1870 and located four miles north of Hillsboro. The Allens spent their first winter in Oregon on that farm.

C. W. Allen relates, "The Weathered boys, William and Sumpter, Elmer Wade and I spent that winter together in the same room, over a woodshed. Jack Hoover supplied us with all the apples we could eat and we often ate as much as a bushel in one night."

Orrin Allen did some carpenter work in the community that fall and winter and, in the fall of '77 came to Beaverton.

Speaking of the home place, C. W. Allen says, "When I came here in the fall of 1877 a farm house and a barn, occupying a cleared space in the dense forest were about the only signs of civilization in the community. It used to take us between two and three hours to drive our horses into Portland via the Canyon road. Today electric trains and auto busses bring Beaverton within a few minutes run of the great Willamette valley metropolises."

On February 4, 1883, C. W. Allen married Laura Wilson of the Gales Creek community and brot his bride to live on the old place near Beaverton where Mr. Allen engaged in intensive farming for many years, raising corn, alfalfa, and vegetables. In livestock he had hogs, cattle and chickens. He was a charter member of Beaverton Masonic Lodge No. 100. He has always taken an active and leading part in community affairs. He has served as school clerk and road supervisor of his district.

In an interview with Edward Robbins of the Hillsboro Argus in 1926, Mr. Allen remarked, "The evolution of transportation between Beaverton and Portland is one of the biggest phenomena that I have witnessed in my lifetime. Originally we made the trip by horse and wagon. When Gaston built his railroad into Washington County we went by train. I remember well that old train."

"It made one round trip a day, leaving Washington county points in the morning and returning at night. Freight was carried in the front of the train with the passenger equipment, usually a single coach, hung on behind. It would stop almost anywhere to load and unload freight."

"The track was as rough as the roughest sea, and the old passenger car wobbled back and forth on the end of the train like a snake's tail. It certainly was some trip. Sharp is the contrast for an old timer to make the trip today in a fine electric train running sixty miles an hour or perhaps by automobile."

Mrs. Della Fisher, a sister of Mr. Allen, still resides in Beaverton with her son, State Representative Earl E. Fisher. She is oldest pioneer teacher—in point of service—of school district 48 now living. She taught the Beaverton school located in the old one room school house on the grounds between the David Purser and Joe Rossi homes back in 1878. Before that, she taught at Columbia Academy, northeast of Hillsboro. Her husband, J. N. Fisher, was a noted community leader and an aggressive booster for Beaverton and the Tualatin Valley. He was a Master Mason one time Worshipful Master and one of the organizers of Beaverton Masonic Lodge No. 100.

Earl E. Fisher, son of Della Allen Fisher and grandson of Orrin S. Allen is an outstanding community leader. He is now, for the third time, representing his district in the State Legislature. He was an early day teacher in the Beaverton school, later after serving several rural schools, he returned to Beaverton, as principal of the grade school in 1916 to 1918. He has had four terms as Mayor of Beaverton, in 1906, 1907, 1908 and 1933.

Besides teaching school in the winter months, he edited and printed a local newspaper, the Beaverton Owl, for two years, from 1912 to 1914. In 1921 and ag-

ain in 1949 he represented Washington County in the lower house of the state legislature.

In 1929 he served in the State Senate, where he was active in promoting the interests of the public schools and the dairy industry. He was returned to the Senate in 1941. He has sponsored legislation favoring the dairy industry, firemen, beauty shops and the program of the League of Oregon Cities.

Beaverton people also knew Earl as a charter member of the band and the Big Four Quartette, and a clever cartoonist.

Indeed Orrin Allen's tribe have figured prominently in the affairs of Beaverton, of Washington County and of Oregon.

(Continued next week)

Amateur Talent Will Audition For Opera Cast

Under the direction of Napoleon Dufresne, member of the Portland symphony orchestra, amateur talent is being auditioned for the casting of the opera "Carmen" to be produced at the Portland civic auditorium in the spring, according to announcement of the Central Club council, of Portland.

In the same program of auditions, amateur musicians and singers are given an opportunity to broadcast over station KWJJ on Thursday evenings. The talent so displayed will be judged by public approval, either by letters or telephone calls.

Anyone who sings or plays a musical instrument may make an appointment with Mr. Dufresne at the club headquarters, 905 S. W. Third, or by calling CApitol 7444.

Mr. Dufresne acts as master of ceremonies for the talent broadcasts.

Readers Say

Reader Objects To Nat'l Health Insurance Plan

Dear Editor:
I read with interest the pro and con sides presented in your January 28 issue concerning National Health Insurance which one agency of the federal government is attempting to get enacted into law.

Oscar Ewing, head of the Federal Security Administration paints a glowing picture, posing as one who wishes only to help the people. This is the same Oscar Ewing who had an expensive chef from a government hospital assigned to his office to prepare tasty snacks solely for him and for his friends, until alert newspaper reports brought the matter to the public's attention.

I doubt that Mr. Ewing is completely altruistic in his efforts to put this plan across, the fact that 500,000 employees would be added to the federal payroll under his direction might be a factor in swaying his judgment.

As I see the proposed plan, there are the following objections:

1. The plan would add 500,000 employees to the federal payroll on which already there is one person in six drawing pay or benefits.
2. If costs are similar to New Zealand and England, it will raise federal taxes 15 to 20 per cent or drain that amount from other government enterprises.
3. New Zealand's and England's experiments have proved that under such a plan hypochondriacs and malingers take up the bulk of the physician's time and the really sick suffer as a result; also that because government payments to doctors are based upon number of patients treated, the incentive to become skilled specialists is killed and all doctors tend to become general practitioners, making hurried examinations, as a result medicine and medical technique stagnate.
4. It is interesting to note that the average work-days lost through sickness has been brought down

to less than 7 under our present medical system, while the work-days lost in England has climbed under their "national health insurance plan" to over 20.

Under the present system, you pay for a doctor when you are ill and feel you need medical treatment and you are sure you need it before you dig in your pocket for the fee.

Under the proposed plan you dig in your pocket for the fee and give it to the federal government who in turn, takes a third of it for operating expenses, a third of it to pay for people who are always running to doctors and don't mind waiting hours to see the doctor, and a third of it to pay the doctor for your treatment if you are willing to wait and undergo a limited examination. You will pay the same but get less than one-third of the service that you get under our present system.

Very truly yours,
THURLOW WEED

EDITOR'S NOTE:

The question of Oscar Ewing's altruism or his predilection for a personal chef should not rightly enter into the discussion of national health insurance.

President Truman, not "one agency of the federal government" attempts to get the plan enacted into law. And it will be possible only through the agreement of a majority of elected representatives and senators in the nation's capitol.

Whether enactment of this law as a complement to existing social security legislation, will mean

Co. PTA Council Meets on Feb. 8 Tualatin School

Washington County Council P T A meets Tuesday, February 8 at ten in the morning in the school at Tualatin. There will be a business meeting and Founders Day will be observed.

Mrs. Paul Patterson will bring information concerning Legislation endorsed by the state P T A board. At 1:30 in the afternoon Miss Elizabeth Panck, County Health Nurse, will talk on the new dental aid, the fluoride treatment.

From 2 to 3 p.m. Mrs. William Genne, Forest Grove, wife of Chaplain Genne of Pacific University, will speak on "Family Life". Mrs. Genne taught a course in Family Relations for teachers sponsored by the P T A at Lincoln High school last summer and the County Council is fortunate in securing her to bring this timely subject.

All parents are invited to hear Mrs. Genne if it is not convenient to attend the entire meeting. Music will be furnished by the Tualatin and Sherwood Mother Singers.

Bag lunch at noon, dessert and coffee will be served.

What its proponents believe it should be is the issue in doubt.

Certainly a government should be concerned with the health of its people.



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This is a diesel... a modern locomotive that means better service to you.
Leaders of two unions think it's a feather-bed... a "make work" grab that means less service to you.

Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste—a "make-work" program which would mean fewer improvements and higher costs—for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men compose the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads—of which the diesel is the outstanding symbol. Diesel crews are among the highest paid

tracks and stations, on new passenger and freight cars, as well as on diesel locomotives, and on the many other less conspicuous details of railroading that contribute to improved service.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesels, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of

Feather-Bedding Means Less Service To You

But brazen feather-bedding schemes like the one now proposed would, if successful, divert large sums of money from our present improvement programs. Even worse, they make improvements like the diesel worthless, by making the cost of their operation prohibitive.



These demands are against YOUR interests—as well as those of the railroads. They are schemes to "make work". Neither you nor the railroads should be forced to pay such a penalty for progress.

That's why the railroads are resisting these "make work" demands to the last ditch—and why they are telling you about them.



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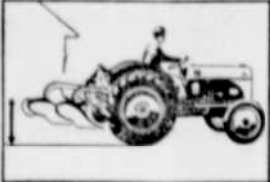
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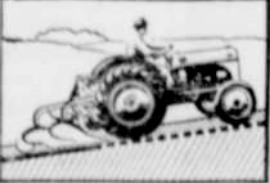
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