

# BEAVERTON ENTERPRISE

BUSINESS OFFICE AND PLANT

Plant located in Beaverton-Tualatin Valley Highway and Short St

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

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## Of No Substantial Help

Vacation time is travel time and tends to center attention on a hangover from war-time regulation that has carried over to the present. That situation is the transportation tax, first imposed on the grounds that it would tend to eliminate unnecessary travel on heavily wartime-patronized facilities. This amounts to 15% on all rail, bus and airline tickets.

Apparently the return from this taxation is a sizeable chunk. At any rate, although it can't have escaped the attention of Congress this considerable tithe on travel continues.

Canadian travel offices, this season, are undergoing quite a rush of business from the United States. Their government has cancelled out taxes on travel and, as a result, railroad, bus, airline and maritime travel costs are reduced in proportion. In addition to saving the 15% tax, a favorable monetary exchange adds from 5% to 7% more.

Canadian transportation, by such a setup, is also reported as benefiting. Even though tickets on American trains, planes and ships may be obtained, through Canada, minus the tax, prospective travelers, too often find it convenient to make use of Canadian travel services.

Regardless of the money this tax might bring into the bottomless pocket of Uncle Sam, it hangs like a millstone around the neck of the railroads, helping them build up a case for permission to raise their rates and effectively discouraging passenger trade.

A breakdown of transportation tendencies, as published by the Transportation Association of America, points out the struggle that envelops them, for existence. Aside from private transportation, airlines are credited with carrying some 8% of total passengers and are doing so at a loss. Buses, carrying 30%, are considered as operating at a profit. Railroads which haul nearly 60% of the passengers are credited with having lost some \$560 million last year in the doing of it.

Of all three travel means, the railroads sing the loudest chorus of blues. With an average jump of freight rates during the last three years of some 44%, plus the latest temporary 5% boost pending action of the ICC on a railroad request of 13%, the rails are losing volume to waterway and highway firms. Which only goes to illustrate a trend toward patronage of Canadian travel means.

That portion of the population which enjoys the recognizable advantages of railroad travel react the same as shippers. If the tariff proves too high, the railroad is in effect pricing itself out of extra business.

And the present inequitable transportation tax on travel services proves of no substantial help in encouraging any but the most private means of transportation.

## Costs Come Home To Roost

It is an alarming thing, to any city, when it is faced with the prospect of having to run its essential services on a drastically curtailed budget. And so, among the other municipal headaches visited upon the city fathers of Beaverton is that of trying to amend the action of a small percentage of the voting population, July 27, in defeating the city budget by a 3 to 2 margin.

This situation, of course, has a lesson in it for any city, water district or other branch of the government, for it might be heralded as the revolt of downtrodden taxpayers who strike back at a levy beyond the six percent limitation. Whether this is a supposition or a fact depends upon who's telling the story.

One of the stories offered as justification for defeating the budget, readily told in many conversations about town, relates an impatience at certain city employees. Petitions had been presented, with the usual handful of names, and a seething nucleus of "aroused taxpayers" reportedly laid plans and made big talk that they were "out to get" the jobs of the individuals concerned.

Certainly those who pay taxes are justified in protesting the services of any city employee. And, in this case, 77 citizens presented the majority opinion and knocked the props out of all efforts of the city council to put the city on its feet and meet the future with a better ordered conduct of its business.

Now when it comes to putting over an opinion that certain city employees are inefficient and a detriment to the welfare of the city—as is volubly declaimed—smashing the city's budget is an expensive way of accomplishment.

Economy has been the continuous cry, among taxpayers. It was, in fact, upon the premise the city wanted a business-like administration that Mayor H. H. Jeffries campaigned and was elected to his office.

Those uninformed of the legal side of running a city say, "Pooh! All they have to do is fire the men in question and call another election. And the public will approve the budget 100%."

To put over another budget election necessitates, first, the payment of budget preparation. Time must be taken in hearing, publication and adoption. Election date must be advertised and the judges and clerk paid. It will be a matter of more bills and needless disbursement, before another budget can be brought to vote.

When there is a concerted demand for economy, it hardly seems defensible to go all out in a campaign to discharge certain employees by disrupting the city government and causing needless expense in the process. Hot tempers and radical action to put over the opinion of a numerically small percentage of the taxpayers (as represented by some 77 "No" votes) seems short-sighted, to put it mildly.

And the lesson in the situation is that other taxpayers who become disgruntled over some conduct of a government agency may determine upon radical means to express themselves. In so doing, it must be remembered, the costs come home to roost in one place, only—the taxes that are assessed.

It is sometimes much more satisfactory to go about a proposition open and publicly, without resorting to thoughtless action. It is every citizen's right to vote as he sees fit, but in all cases, the costs come home to roost!

## Luelling Family Had Role Of Importance In Wash. Co.

FOUNDERS OF REGION FRUIT INDUSTRY PASSED FOURTH OF JULY WITH CELEBRATION ON TRAIL

By Hervey S. Robinson

(Continued From Last Week)

The Luelling name is so intimately associated with the pioneer fruit industry at Milwaukie that the members of this family are seldom remembered in any other connection. So it happens that the career of Alfred Luelling in Washington county is unknown to most present day residents although he took an active part in county affairs for a period of sixteen years between 1862 and 1878.

Alfred Luelling was born in Indiana in 1831. At the age of six years, he went with his parents to Iowa, where he attended public school. His father, Henderson Luelling, was a farmer and nurseryman and Alfred assisted him in this work. In 1847, the family came to Oregon. Alfred, then 16 years old, drove an ox team, drawing a wagon containing the famous Traveling Nursery, most of the way across the plains, arriving just six months from the day of their starting, at a point on the Columbia river opposite Vancouver.

Alfred and his father were the founders of the fruit industry in this region. The traveling nursery consisted of about 700 grafts of various kinds of fruit trees, shrubs, vines, etc. planted in boxes in a wagon. His father settled near Milwaukie in 1848 and Alfred attended school there for about two years.

At the age of 20, he was married to Miss Mary E. Campbell, daughter of Hector Campbell, county judge of Clackamas county and first school teacher at Milwaukie. The Campbell family had crossed the plain in 1849, one hundred years ago this year.

In 1862, Alfred Luelling moved his family to Greenville, Washington county, a crossroads community about two miles south of Banks.

In 1866, he was elected county commissioner of Washington county and in 1874 he was chosen county clerk and held the office for two terms. In politics he was a reformer in the strictest sense and somewhat in advance of his times. He took a prominent part in political conventions and in the affairs of the local and state grange. He was a staunch supporter of public schools and an earnest and conscientious advocate of the temperance cause.

He returned to Clackamas county in 1878 and lived at Milwaukie until he was elected county recorder of Clackamas county in 1896. While at Milwaukie he was active in the movement for the initiative and referendum and participated in the organization of the Direct Legislative League and the Populist party. He was appointed deputy county treasurer in 1898 and in 1900 was elected treasurer.

He died in Oregon City November 11, 1904. His wife survived him and lived at Milwaukie for a number of years. She died at the home of her daughter, Mrs. Givens at Orofino, Idaho, August 23, 1919.

In the latter part of her life, Mrs. Luelling dictated to her daughter a detailed account of her journey across the plains, including the story of a Fourth of July celebration on the trail just 100 years ago.

Like most of the ox-team emigrants, the Campbell party arrived at South Pass on the Continental Divide about the first of July. When they came to the Big Sandy river they stopped at noon and spent the afternoon preparing for the dry drive of 35 miles over the Sublett cut-off to the Green river. Food was cooked and casks filled with water for the journey.

Mrs. Luelling related "We cooked beans, bread and dried apple pies. We were pretty well along with our cooking when a large party of men came up and wanted us to cook some pies for them, which we did. It was a tedious process, as the pies had to be baked one at a time in the Dutch oven.

"After supper we drove until two o'clock at night, when the moon set and it got so dark that we stopped until about three. Then we got up, ate our breakfast. We had a keg of water with us and made coffee and went on.

"The oxen had no water that night at all and when we stopped at noon poor old Berry was sick. We thought he had eaten some poison grass. We expected to get to Green river about three or four o'clock so we gave all the water we had left to Berry.

"That afternoon was very hot and we kept going and going up one hill and down another, thinking every time we got to the top of a hill we would surely see Green river.

"It was dark before we got to the river, going down a long hill and then through a hollow between two hills. The oxen were much excited as they neared the water and father and Hector had all they could do to drive the cows and went on ahead. We

were all glad and thankful to get a drink again. We camped there and the next day went on to the crossing.

"At Green river there were Mormons with canoes, taking people and oxen across. Two men would be in a canoe, one to paddle and one to hold a rope tied to the oxen's nose and horns, looped like a halter, but not around his neck; the knot would be under his chin. I think they charged \$2 a head for taking them over.

"We crossed the river rather late in the afternoon in steel wagon boxes shaped something like small scows, painted a deep blue. We went across very safely.

"When we came to Ham's Fork we saw a very large Indian village of tents. The Indian women were tanning buffalo hides and an Indian man stood near them. We thought he was supervising the work. The tents were very white and some were painted with various figures. We thought those were the chiefs' tents. The Indians were very friendly.

"As we went on we came to a beautiful pine grove and there we overtook the Louisville company. It had passed us the evening before and was camped for a half holiday. It was the Fourth of July, and they were preparing a fine dinner. One of their party had shot an antelope and they had brought some material especially for this dinner all the way from home.

They asked us to have dinner with them. We did and stayed there the rest of the day. We had some milk cows with us and found some snow in a hollow back of the grove. They had used it to cool their wine, and we made ice cream with some of it.

The men had made a table by

cutting down trees and making stakes and cross pieces and laying wagon boards on them. We had a regular feast, baked beans and biscuit of course, roast antelope, dried fruit, ice cream and the big plum pudding and cake from home.

There were speeches, too. Father made some remarks, though I do not remember what he said, but he was always very apt in his talks. We did not drink any wine as we were principled against it but we laughed and joked and had a good time. After dinner we went up to the snow and tried to slide on it.

There was quite a long bank of it in the hollow but it was coarse and not very slippery. Hector and John Steward and Lavollette Gilken were with us and we sang and talked and had a good time.

"The next day we came down to Bear river."

(Continued next week)



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