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THEY RATTLE NO TIN CUPS

There are a number of people, particularly those who did not happen to serve in the recent World War, to whom the clamor for veterans' bonus and other emoluments for past services seems uncalled for. It cannot be denied that some part of the populace considers such appeals an imposition, trading on a response to a call of duty which is part of the responsibilities of American citizenship.

Therefore, to clear the record and put the quietus on any impressions that might gain currency in regard to the pending distribution of "dividends" from G. I. insurance, the money which is to be returned to veterans is for overpayment and does not come out of the public purse.

After the first of next year, according to present plans, payments will be made to servicemen on the basis of a surplus which has accrued over the years. The bulk of "dividends", it has been announced, will be at the rate of \$.55 per thousands dollars of insurance, per month.

What this will mean, overall, is the channeling into trade lanes up to \$2,800,000, depending on the volume of applications submitted. The effect this might have on general business prosperity seems significant. Like the bonus for veterans of World War I, the greatest proportion will undoubtedly go for the payment of bills or the purchase of goods that could not be afforded otherwise.

It is only fair, however, to not have misconceptions as to the release of these funds. While it will have the effect of a small bonus, these "dividends" are in fact the result of overpayment on the scheduled table of experience as to life expectancy of the insured.

Very possible reason for the suprisingly low rate of mortality could be the fact that at least some standard of physical health was required of servicemen before they were accepted. As a result, the percentage of deaths, even with the hazards of battle, failed to keep pace with the expected schedule.

Payments will go to all veterans who carried insurance for three months or more and is for the period from the policy sign-up until the comparable day in 1948.

With conditions tightening up somewhat, marked by an increasing unemployment roll, veteran recipients of insurance overpayments will find a place for the money they receive.

And none of them need feel it is charity. In this instance, without question, the veterans are not rattling a tin cup, asking for any special favor.

PICTURE OF THE "RAILS"

The lonesome train whistle echoing through the still night is one of the most tangible reminders of Youth and the day, we have been told, when rail traffic was heavier and more lusty.

With the many developments of highways, buslines and airplane travel, it would be easy to assume that the railroads are losing out in the race to transport the people of the nation.

On the desk, this week, has arrived "Railroad Facts", 1949 edition, which tells a story of the rails, by legend and by figures.

For what they are worth, here are some of the facts:

Class I railroads, which the booklet concerns, list the following table of revenues and operating expenses (in parentheses) for comparable years of 1921 and 1948: 1921, \$2,178,605,294 (\$1,739,860,450) and for 1948, \$3,945,909,949 (\$2,960,759,517).

Freight revenues were: 1921, \$3,924,119,819 and 1948, \$7,976,172,091.

Mail revenues were: 1921, \$95,609,962 and 1948, \$199,939,418.

Passenger revenues: 1921, \$1,153,791,925 and 1948, \$964,303,086.

For an average haul, in 1921, of 304.11 miles per ton, the railroads received gross revenue of \$4.16 per ton. In 1948, for an average haul of 405.86 miles, the gross revenue was \$5.54. Average trip per passenger in 1921 of 36.03 miles brought an average revenue per passenger of \$1.11 per passenger while in 1948, for an average trip per passenger of 64.06 miles the average revenue per passenger was \$1.50. Average revenue per passenger miles received by Class I western railroads, in 1921, was 3.271 cents while in 1948 it is 2.247 cents.

Other information:
Of purchases made directly by Class I railroads, earliest available figures for comparison are of 1926, in the amount of \$1,559,032,000, which has grown in 1948 to \$2,183,331,000.

Average railroader's wages, in 1921, were

\$1,666.28 as contrasted to the 1948 figure of \$3,590. Average hours worked in 1921 were 2,499 and in 1948 at 2,673. Average hourly wage in 1921 was 66.7 cents and in 1948 is \$1.345.

In 1921, average number of employees were 1,659,513 compared to the 1948 figure of 1,326,906. Payroll totals in 1921, \$2,765,218,079 and in 1948, \$4,768,000,000.

Other changes have taken place in the span under study as is shown by: Average freight train speed, 1921, was 11.5 miles per hour and in 1948, 16.2. Tons of freight carried one mile in an hour by average freight train: 7,506 in 1921 and 18,779 in 1948. Tons of freight per average freight train in 1921 was 651 but in 1948 was 1,176. The number of cars in an average freight train, excluding caboose, was 37.4 in 1921 and 54.5 in 1948.

Fuel consumption in pounds of coal or its equivalent in moving 1,000 tons of freight and equipment 1 mile, including weight of locomotive and tender, in 1921, was 162 lbs. and 111 lbs. in 1948. Similar consumption in moving passenger train car one mile was 17.7 in 1921 and 15.7 in 1948.

Out of this welter of statistics may be realized the comparative picture of the railroad industry. It seems evident that against the threats of its competition, the "rails" still hold a highly significant position in the transportation world.

IF YOU, TOO, DIDN'T KNOW

There came a request for information, from a reader, that had us momentarily stumped. And perhaps there is a lesson in that which others might note.

The question was, simply, "Who is the fourth Congress man from Oregon?"

We were quick to name the following: Walter Norblad, Homer Angell and Guy Stockman. But the fourth name remained elusive. The latest Oregon Blue Book readily available, for 1941, listed but three Congressional districts and we tried to take refuge in this fact as backing up the contention there were only three. But it wouldn't work.

The name was finally determined and then we remembered well a publisher from Southern Oregon who captured the post in 1942, when the fourth Congressional district was set up.

Perhaps it is indicative of modern times that a representative in Congress might not be generally known beyond his section of the country. But the perquisites of public service should include recognition. Certainly, any man who has a voice in the upper councils of government, today, is an important personage who in some degree might well influence the course of our future.

We best know those with whom we have the most contact, whether it is by newspaper accounts of their doings or by some other public mention that makes us conscious of a public figure as a personality. Shouldn't we make more of an effort to familiarize ourselves with those who purport to represent us?

Who is the representative? Harris Ellsworth, of Roseburg, if you, too, didn't know!

MORE WILL BE HEARD

There is a determined effort to greatly improve the facilities for Washington county's annual fair. By the blueprints rapidly taking shape, eighty acres outside the city limits of Hillsboro will be developed for the purpose.

There are provisions made for ample exhibitor space, parking areas, race track and a network of four roads by which the crowd of fair goers might disperse. As county judge H. D. Kerkman points out, there is no reason, with the facilities at hand, that the county fair shouldn't overtake all others in the state in popularity.

The only hurdle to be leaped between the plans and the accomplished improvement is the matter of a small levy of a mill or so over a three to five year period.

All boosters for the fair will readily point out that such a tax would be practically painless and that the benefits to the county in terms of a better fair would much overpay the investment. This year, for instance, the record attendance figures told only the part of the story as thousands of fair-goers were turned away.

The impression has been noted, in some instances, that the county fair seems to be considered a Hillsboro function, with a sort of "cold shoulder" given the eastern end of the county. This has been recognized, too, by fair planners. The proposed relocation, across from the Hillsboro airport, will destroy that illusion, they hope.

More will be heard from the fair board, in the near future.

Legislative Assembly Had Upper and Lower Chambers

SETTLERS REVIVED PAST PARTY AFFILIATIONS UNDER FABULOUS LURE OF FEDERAL PATRONAGE

By Hervey S. Robinson

Any reader who has additional information on names, places or events covered by Mr. Robinson are invited to write the newspaper. In this way, a more complete historical series will be possible.

Address letters to Hervey S. Robinson, % Beaverton Enterprise, Beaverton, Oregon.

(Continued from last week)

On the sixteenth day of July 1849, the first territorial legislative assembly under United States Government convened at Oregon City. It superceded a provisional government, created by American settlers to serve "until such time as the United States of America extend their jurisdiction over us."

The provisional government had been an independent Republic, simple in form with a unicameral (one chamber) legislature. The new Territorial Legislature had two houses, just like Iowa and other territories "back yonder."

The "Council," or upper chamber, had nine members. The lower, House of Representatives had eighteen, apportioned among the several counties or districts on the basis of a census taken earlier in the same year.

The membership was fairly representative of the various sections and interests in the Territory.

Those pioneers were politically minded. Few of them had been in Oregon more than seven years and some of the most aggressive members had arrived since the Boundary Treaty of 1846. They had not forgotten their allegiance to the old political parties "back in the States," but national party lines were temporarily obscured by strictly local issues.

Matters of grave concern to all American settlers in Oregon at this time were military protection, financial aid, and, above all, their donation land claims, taken under the provisional government and cancelled by the terms of the act

creating Oregon Territory.

Now that the United States had assumed control, Oregon politicians with an eye to appointments and patronage began to revive their former party affiliations in the States, while at the same time cultivating non-partisan support on local issues.

Governor Abernethy's personal representative, J. Quinn Thornton (we would call him a lobbyist today) had gone to Washington to secure the passage of a territorial act and obtain office for himself and his friends of the "Mission" party, most of whom were Whigs. He had succeeded in his first aim and failed in the second.

The Oregon Bill had passed pretty much as he had drafted it, but President Polk, a Democrat, had given the offices with Democrats who were not residents of the Territory, as the provisional legislature had virtually requested him to do.

Joseph Lane, appointed to the governorship, had enough of the demagogue in his makeup to render him a typical successful politician of his day. He had so addressed himself to the Oregonians and so adapted himself to local conditions as to put himself in thorough accord and harmony with the people. He was popular from the start. The fact that most of his constituents were Democrats helped, but he was generally popular, regardless of party, as a man of the people.

However, Governor Lane, Secretary Pritchett and Marshal Meek chose to associate themselves with former Democrats, who composed a majority of the old "American" party and were held in high disfavor by the displaced leaders of the "Mission" group.

Samuel R. Thurston, delegate-elect from Oregon Territory to the Congress of the United States, had secured his election with the backing of the "Mission" party in a campaign appeal to anti-foreign and religious prejudice worthy of the A. P. A. or the Klu Klux Klan of later years.

Thurston was a rare combina-

tion, a Methodist Democrat. Most of the Methodists were Whigs. He was already laying plans for his reelection and trying to retain his Whig support. In a letter from J. Quinn Thornton to Thurston shortly after his departure for Washington the political situation is highlighted by an occurrence in the council chamber.

Nathaniel Ford, councilman from Polk county and political associate of J. W. Nesmith, George L. Curry and other Democratic opponents of the Mission group, was a Southern Democrat, a slaveholder who had brought his slaves to Oregon. He hated the "Methodists," "Presbyterians" and "Abolitionists" of the "Mission" party who had secured a clause in the Organic Act prohibiting slavery in Oregon.

Thornton wrote, "Nat Ford and Nesmith seem to be very closely allied to the Governor and to be in his fullest confidence. Ford during the setting of the legislature had been in the habit of opposing any measure which Mr. Blain (councilman from Tualatin county and member of the "Mission" party) proposed or advocated. When Mr. Blain would make a speech, Ford would reply and was always sure to say something about 'hypocrisy,' 'religion,' 'Presbyterians,' 'Methodists,' 'priests,' and 'priestcraft.'"

"I suggested that on the next occasion of Ford saying anything about 'priestcraft,' to ask him to what kind of craft persons resort when they leave Missouri to come to Oregon."

Ford had left Missouri deeply in debt leaving a writ of attachment in the hands of the local sheriff against his slaves and personal property to satisfy a judgement.

"An occasion soon presented itself and Blain asked the question.

Ford got into a towering rage and threatened Blain with a Bowie knife. Upon which Blain left the council chamber, probably in considerable haste, but Thornton does not mention that fact, and refused to return until Ford had been censured by the council, reprimanded by the President of that body and promised better behavior in the future, as we have previously related.

With these conflicting elements and interests the legislature convened and set about preparing a memorial to the Congress of the United States, expressing the warm emotions of thankfulness with which they and the people of Oregon generally hailed the arrival of a territorial government, and urging the adoption of those measures which are necessary to an internal peace and general prosperity, chief of which was the validation of their donation land claims.

This memorial, to be delivered to Congress by delegate Thurston, was chiefly handiwork of Councilman Blain of Tualatin county. It is a masterpiece of "gimme" appeal and deserves treatment in a separate article.

(Continued next week)

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WHY THE MISSOURI PACIFIC RAILROAD STRIKE?

Over twenty years ago, the Congress of the United States passed the Railway Labor Act. It was hailed by union leaders as a model for the settlement of labor disputes.

efficiently or economically if the leaders of the unions ignore agreements or laws.

Provisions of the Law which are Disregarded

There are five ways under the Railway Labor Act to settle disputes over the meaning of contracts:

- 1—Decision by National Railroad Adjustment Board.
- 2—Decision by System Adjustment Board for the specific railroad.
- 3—Decision by arbitration.
- 4—Decision by neutral referee.
- 5—Decision by courts.

The Missouri Pacific Railroad has been and is entirely willing to have these disputes settled in accordance with the requirements of the Railway Labor Act. Regardless of this fact, the union leaders have shut down that railroad.

Innocent bystanders Suffer Losses and Hardships

There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employees, and are the most highly paid of all employees on the nation's railroads, but their strike action has resulted in the loss of work to 22,500 other employees of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities served by that railroad.

The Railway Labor Act was designed to protect the public against "just such interruptions of commerce.

If these men will not comply with the provisions of the law for the settlement of such disputes, then all thinking Americans must face the question, "What is the next step?"

THE LEADERS of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen on the Missouri Pacific Railroad have refused to avail themselves of the peaceful means provided by this Act for settling their disputes. They insist that they be the sole umpire of their own disputes over the meaning of contracts.

There is no Need for Strikes

With all of the available methods for the interpretation of contracts, there is no need for a strike or even a threat of a strike, but the leaders of these railroad unions have ignored the ordinary procedures established by law and insist upon imposing their own interpretations of their contracts by means of a strike.

The wheels have stopped rolling on the Missouri Pacific. They may stop rolling on other railroads at any time. Recently the Wabash Railroad was forced to discontinue operation for several days under similar circumstances.

What are These Strikes About?

These strikes and strike threats are not about wage rates or hours. They result from disputes over the meaning of existing contracts. They cover claims for a full day's pay for less than a day's work, or for payments for services performed by others who were fully paid for the work done.

President Truman's Board Condemns Strike

There is an established legal method for handling disputes involving existing written contracts—just as there is such a method of settling any contract dispute which you may have in your daily life.

The President of the United States appointed a Fact Finding Board to investigate and adjust the Missouri Pacific dispute. This Board reported, in part, as follows:

"... it is with a deep sense of regret that we are obliged to report the failure of our mission. It seems inconceivable to us that a coercive strike should occur on one of the nation's major transportation systems, with all of the losses and hardships that would follow, in view of the fact that the Railway Labor Act provides an orderly, efficient and complete remedy for the fair and just settlement of the matters in dispute. Grievances of the character here under discussion are so numerous and of such frequent occurrence on all railroads that the general adoption of the policy pursued by the organizations in this case would soon result in the complete nullification of the Railway Labor Act."

Obviously the railroads cannot be run

EASTERN
SOUTHEASTERN
WESTERN
RAILROADS