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BUSINESS OFFICE AND PLANT PHONE BEAVERTON 2321
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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OREGON NEWSPAPER PUBLISHERS ASSOCIATION

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Payable In Advance

Wash. & Multnomah Counties	One Year	\$2.00
	Two Years	\$3.75
	Three Years	5.00
	Six months	1.50
IN OREGON		
	One Year	\$2.50
OTHER STATES		
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THE RED CROSS JOB

The time of March 1 is fast approaching and, as is the usual custom in the United States, an all-out drive will be underway to raise funds for the American Red Cross. Already a scurrying search is being made in all localities for some public spirited citizen or citizens to take the job of leadership for the campaign.

Certainly public spirit characterizes one of the utmost values of the American Red Cross. As in the war, when servicemen benefited from some sincere gift or service, it is public spirit of the rank and file Red Cross worker that gives meaning and inspiration to the organization.

Like many charity-asking organizations which annually appeal for funds, the Red Cross has listed a pleasing record of accomplishment in line of its charter, for the year just passed. Most significant was the regional blood bank, to which little people as well made contributions without parallel in the collection of some 14,011 pints of blood.

There were other services, to be sure. They are all listed and are available for the information of anyone desiring to learn more about the accomplishments of the American Red Cross, before they offer funds for its continuation. Any office of the organization will furnish all the details.

The Red Cross, it cannot be denied, has had its problems. Depending to a large extent upon public confidence and good will, it has often been under attack by those whom, purportedly, it would serve.

Just take the doughboys of the first World War. It's hard indeed to reconcile some of their statements with the policies of the Red Cross, difficult beyond mention to believe any organization so well-sponsored could fall so short of the job that was to have been done.

Perhaps this was the clash of individual wishes with regulations of the organization. Or it might have been some intemperate outburst that rankles in the memory. Suffice it to admit that many a good American citizen mutters in his beard and grudgingly donates the minimum when the call is out to support the Red Cross institution.

In World War II, this distrust of the Red Cross gained impetus in many quarters, no doubt due to the human equation in the formula. No great sins are alleged. Mostly there was aggravation at the fact that expectations were not justified.

In Portland, the Vanport flood provided ample and far reaching opportunities for the relief of disaster. The Red Cross was there, without doubt. But some flood victims have remarked their disappointment at the services they rendered.

One might presume the Red Cross is suffering from a want of public relations. Such a belief would be grossly misstated. The organization has one of the most complete publicity bureaus of any like agency. A shock troop of photographers and writers seem to rise up instantaneously whenever there is a disaster to record by words or picture.

Lately, on the heels of its extremely constructive blood bank program, it seemed some headway was being made against the public inertia in support of the Red Cross. Then came the fiasco of the late license seekers.

In this community, there have been traces of bitterness as people read in the daily papers of the Red Cross wheeling a mobile canteen up along a long line of late license seekers and serving coffee and doughnuts. Apparently as a publicity stunt it went "pfft!"

At the same time, so one complainant says, there was a neighborhood family, including children, that were in desperate straits and their application for Red Cross relief allegedly fell upon deaf ears.

If the Red Cross might care for a word of advice, before they get too deeply into their campaign for funds to operate during 1950, they would do well to definitely and publicly answer one question:
"Where does the Red Cross job start. . . . and end?"

TO SAVE COUNTY ROADS

The cold weather was a convenient topic of conversation because it was something that intruded upon the consciousness of all of us. But don't think, for an instant, that the story is over or the chapter finally concluded.

Regardless of what might be in store for us before the middle of April, Washington county is going to be affected, on a continuing basis, by the unusual winter. But the item, this time, is not casual conversation nor even concern over frozen water pipes and cars that refused to respond to the touch of the starter button.

The consideration that will be with us for many days is financial—in the department of roads.

Briefly, the roads are going to pieces. As bad or worse than last year is the story the county court is piecing together. They ask cooperation of the public to try and hold the damage as close as possible to the minimum.

Load limits on county roads have been cut by one-third, in an attempt to keep road damage from becoming a serious hazard

to traffic. The people, further, are asked to refrain from trucking heavy loads in order to keep vitally needed access roads from being closed entirely.

The county court asks that, if feed or fuel supplies must be hauled in, the people do it in two or three loads rather than taxing the road strength to the full by "sneaking through" an overloaded truck.

Already the county treasury is back by \$1 million because of the freeze of 1949. Indications point to a duplicate expenditure for 1950. And there just isn't money enough to go around, to keep county roads in expected repair and also fix the unexpected disrepair because of freezing weather.

Cooperation by the public will go far to save county roads.

TIGARD LOOKS TO FUTURE

The advantages of incorporation are well impressed upon the civic consciousness of many Tigard residents.

School taxation, street lighting, road difficulties and even an incipient revolt against the shortcomings of its telephone service emphasize the status of being a nobody as far as local government is concerned.

The Tigard Businessmen's Club does a valiant job, trying to act in place of a city government. But the way is hard and the efforts are most unrewarding.

With attention being focused on county-city consolidation, the concept of having a city and a place both on the map and in the list of Oregon cities rises up to beckon consideration.

Growing pains are common throughout all of Oregon City. Where Tigard will go is something that requires the thought of all residents looking to the future.

PLUM RIPE FOR PICKING

The legislative interim committee on county-city consolidation presumes there is a wave of definite interest in the eastern part of Washington, concerning its deliberations. Perhaps they are right.

Chief aim, apparently, is to consolidate city and county government for purposes of eliminating duplication of services and effecting a significant saving to the taxpayer. Of all the cities and all the counties in the state of Oregon, it appears that Portland and Multnomah are the two main agencies concerned.

It seems like a rather extravagant waste of the legislators' effort to make a detailed, state wide study of a problem that could best be resolved by a determination within one county. Judging the overtime feature of the last state legislature, one might think that the problem should have been solved at that time without requiring the special committee of five to spend most of a summer discussing it.

Consolidation might have its advantages. But not to be ever forgotten is that it has its defects as well.

Laying aside the matter of escaping duplication of work which might result in a little bit of a lot of service under consolidation, the issue of tax economy might be debatable.

Consider, for instance, the troubles of Portland already in the matter of fitting its expenditures to its revenues. Forced by a budget imbalance, the city council takes great pains to point out that government services will be curtailed. With a larger area and larger population to serve, would a Multnomah county-wide Portland be able to solve its individual revenue shortcomings and at the same time maintain the equivalent of fire, police, road and sewer services for the new territory taken in?

The interim committee brings up the "many suggestions that Tigard and Beaverton be included in future plans for development of a metropolitan Portland." Which adds even another angle to the legislative effort.

With Tigard and Beaverton in Washington county, the county-city consolidation would be required to accomplish a major step of gerrymandering. Should it be accomplished with a sharp stroke of political sleight of hand, the wishes of Tigard and Beaverton residents might deserve some consideration.

It's a trifle wearisome to have continual effort directed upon us in the eastern end of the county toward consolidating us into Portland. The Portland post office has already done a lot, having wiped out the geographical identity of Multnomah, West Slope, Glencullen, Cedar Mill and other communities. Now, through the super brain trust of vacationing legislators, machinery of the state is being drafted to the cause.

Trouble is, most of us live in our present communities by choice and have found them pleasant. Assessed valuation is swelling steadily. A substantial base for incorporated cities is ready in more than one instance. Can't these political planners ever let us alone, with our particular problems, without trying to force us into the fabric of a cloth so many of us would reject.

The taxable feature of eastern Washington county is no doubt the object of many long, anticipatory glances. For it heightens the recognition of a plum ripe for the picking.

Do You Want To Cut Your Federal Taxes?

Efficiency At Less Cost

Efficiency is necessary to reduce the cost of government. It is also imperative for our national prosperity. The Commission on the Organization of the Executive Branch of the Government in its minute survey of the 1812 Federal agencies, boards, and departments, found a sad lack of effective house-keeping. This Commission, created by Congress with the approval of President Truman, was headed by former President Hoover. It has provided a vivid picture of the weaknesses in our present set-up, and suggested ways of increasing efficiency so that your taxes may be reduced.

Today thousands of tons of obsolete, useless records are stored in steel cabinets in expensive offices at maintenance charges of \$29 per year each, when they could be kept in warehouses at a cost of only \$2.15 per year each.

In 1928 the Department of Agriculture had about 22,000 employees and spent less than \$26 million. In 1948 it had 82,000 employees and spent \$834 millions of your hard-earned tax dollars. In a single Georgia cotton county, 47 employees of 7 separate USDA field services were handing out advice. A Washington State county had 184 Department agents and a Maryland county had 88 agents advising the heavily taxed farmers. A Missouri dairyman was "confused and irritated" when he recently received contradictory advice from five government agencies on how to fertilize his fields.

These are a few instances of the thousands discovered by the Commission where elimination of duplication would give increased efficiency and better service at less cost. If all of the recommendations of the Commission are adopted, the workers of this country would save between three and four billion dollars in taxes annually.

If you are interested in seeing these changes made in your government, tell your Congressman. Write the Citizens Committee for Reorganization of the Executive Branch of the Government, 1421 Chestnut Street, Philadelphia 2, Pennsylvania, for more information. Talk to your friends about it. These much-needed reforms cannot be made into law without your support!

Petitions are being circulated throughout eastern Washington county urging Congressional approval to the Hoover Commission Report.

Citizens interested are asked to contact petition circulators.

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Traffic Deaths In Oregon Drop For Third Year

Oregon's 1949 traffic death rate was the lowest since accurate statistics have been kept, Secretary of State Earl T. Newberry announced today. It was the third consecutive year a new record has been established.

The traffic death rate represents the number of persons killed per hundred million miles of travel, and is used nationally as a standard comparison, the secretary explained. Oregon's rate dropped to 6.4 from 1948's rate of 7.6. It is computed from fatalities totalling 357 and travel estimated at just over five and a half billion miles.

President Truman's Highway Safety Conference, called in 1946 in an effort to check the alarming post-war rise in traffic deaths, set as a three-year goal reduction of the national rate from 12 to 6 deaths per hundred million miles. It was estimated such a reduction would mean an annual saving of 19,000 lives, 650,000 injuries, and well over a billion dollars in loss from property damage.

In that year Oregon's death rate was 10.6, the secretary said, subsequently dropping to 8.8 in 1947, 7.6 in 1948, and 6.4 in 1949. The 1949 figure for the nation is estimated at 7.2. Newberry said the reduction reflects a notable drop in fatalities despite a slight increase in vehicular travel.

Effect of the achievement may be realized by considering that if Oregon's 1946 death rate had applied to 1949 traffic, the number of victims would have been nearly 600 instead of the 357 actually killed, the secretary declared. The same proportion is true of injuries and property damage.

Jobless Receive Claim Checks On Legal Holidays

Hillsboro office of the State Unemployment Compensation Commission at 124 S. Second Avenue will be open February 13 and 22 to accept unemployment compensation claims only, local manager Alvin Elkins said Monday.

Previous practice has been to close the offices to observe holidays, but it was decided to maintain a partial service through the two February holidays because of the heavy unemployment load this winter.

Building Trend Promises Sales By Flax Farmers

National new home construction trends, at an all-time high in 1949, is expected to continue at the same level for at least another year. As a result, flax farmers may look forward to another good year, according to L. J. Vaillancourt, manager of a Portland flaxseed processing plant.

"Price of flaxseed depends largely upon the market for linseed oil," he points out. "Demand for linseed oil, in turn, depends upon construction activity and general business prosperity."

Government support price for 1950 flaxseed has been lowered from last year's figure. Vaillancourt, however, expects the market price to be considerably above support levels.

"Nearly all surplus flaxseed," he said, "is now under government control. But the government has

announced that it will not sell domestically for less than the 1949 support price plus a 5% profit and reasonable storage charge. "This would make the govern-

ment price about \$4.30, delivered in Portland. The flax market in the fall of 1950, therefore, could well be between \$3.25 and \$4 per bushel, delivered Portland."

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