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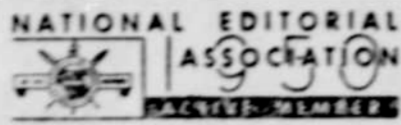
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TRUCKS PAY THEIR WAY

In roads, we all have a common interest. Whether we actually use them in traveling or not, our daily life is dependent in large degree upon the maintenance of such routes as actual arteries of trade.

Across the nation, in every state and every county, there has developed a giant industry of trucking, by which everything imaginable is hauled. And upon this industry there has been heaped blame and adverse criticism for the damage it causes to highways.

Few would care to deny that the volume of traffic on today's highways is taxing our highways to the limit. There are evidences, in the form of broken road sections and numerous road patches, that today's traffic exceeds the plans of existing highways. This is a general condition, throughout the country, of roads veritably falling apart. The loose statement is too often made that trucks are not contributing in like amount of the roads they use up.

As far as the state of Oregon goes, it is interesting to note just what means are employed to see that the trucking industry contributes its share to the upkeep of the roads it uses in pursuit of transport business. For, rather than taking a free ride, truckers puntle up a steady stream of fees (and fines as well) into the coffers of the state highway funds.

Under PUC, without which authorization use of highways is denied, the maximum load permitted on Oregon highways is 72,000 pounds, for logging trucks. This weight must be distributed over a length of 47 feet with a maximum load of 32,000 pounds per axle.

A license is required of anyone who hauls over 4500 pounds, unless a farmer, and in addition there is a schedule of fees to be paid for the privilege of using the highways. The state police is charged with enforcement and there are spotted, throughout the state, official weighing stations at which all trucks are required to stop for clearance.

Schedule for logging or general trucks offers the choice of a flat fee of five cents per hundred pounds cargo for gas-burning vehicles or 10 cents per hundredweight for diesel or butane burning vehicles or a fee based on mileage which amounts up to 72 mills on even ton weight, depending upon the classification of the truck.

All trucks in one operation must conform to the same fee schedule. An operator who has more than one trucking enterprise, however, may use either method on his different operations.

"Observations" are made on trucks in use, at widely spaced locations, and reports submitted to the PUC as a check on mileage reports turned in as a basis for fee payment. This is to re-inforce the "honor system" which truckers are expected to observe in reporting highway use. Serious charges develop from fraudulent reports and such a practice proves expensive enough to discourage such a tendency.

Logging trucks are equipped with their own weighing devices, to assure compliance with load limits. When loaded to an allowable maximum, a chain is suspended from the body and cut off where it rests on the axle. Subsequently, the position of these chains when a truck is loaded indicates the proper distribution of the load and the allowable weight.

Trucking is big business and it depends upon proper highways for its continuation. It is in the public good that all trucks pay their way on the use of public roads.

HOPE OF OUR FUTURE

The somewhat familiar "Greetings" will be received in more and more homes of the area as the immediate future moves along. The call to service of the nation will be answered by more and more of our young men and each time it happens, there might be sorrow in the home.

We gravely lament that it becomes necessary to so interrupt young lives and make such gaping holes in the many family circles about us. But a national need is something which does not admit argument. There will be lives snuffed out, many of them without full realization of the reasons why. But if our nation is committed to an act of war, there is no alternative but to support it.

To this body of men being gathered to defense of the national colors, there should be a realization that young men before had fought for them, while they were growing up and getting their education. Now, simply, comes the next turn.

It is maddening to have no other conclusion than but that each generation must rear its young to fight in another of the campaigns of death and power. The intelligence, the morality, the instincts of a human race are incapable of finding any other solution than murder to Civilization's disputes and disagreements.

Bravely, at each armistice, the fighting forces say with wishfulness, "We have not fought in vain!" and yet, before the echoes have much more than died down, comes

again the clarion call to duty in another war devised by men and events.

To those upon whose shoulders falls the responsibility of our nation's cause in war, may we offer Godspeed and every wish of a safe return.

Like the young legions who have gone before them, they carry the hope of our future.

MONUMENT ENOUGH

A lot of people, individually and in groups, have beat the drums for a swimming pool in the east end of the Tualatin Valley.

In one instance, if we may credit the somewhat exasperated comments of certain high school graduates, one union high school of the area is supposed to have accumulated some \$8,000 through contribution of various class fund-raising efforts, for a swimming pool. Somewhere, this amount of money is supposed to be resting—quite like a mythical nest-egg for a monument of the future.

Now and then, there revives a sporadic campaign to add to this fund—though nothing very startling seems to develop from these occasions. In short, the kids who should be swimming now must take it out in a little more waiting.

Against such a picture, it is nothing short of amazing that near the east limits of Reedville, W. J. Vineyard has built a shallow swimming pool, in his own front yard, to which all kids and some grown-ups as well are welcome guests.

The pool is certainly no monument which stands as a flattering testimonial for any person or organization. It doesn't have tiled borders or fancy buildings. In short, it is lacking many of the refinements which have become accepted as commonplace.

But the important thing is that it is NOW. There is no haggling, no hairline debates as to whether this organization or that organization will get all credit due. For an investment of between \$500 and \$600, the concrete pool is "in", the usual city water is used to fill it and a flock of kids, without restriction, can splash around and have the time of their young lives.

There is, indeed, a moral to this story. A lesson that if a person or group of persons wants something badly enough they can achieve it.

Vineyard started with an idea, his tools and his own two hands. What he accomplished, as a one-man venture, should put to shame the fancy estimates of a \$30,000 to \$40,000 colossal pool that hangs, like a pie in the sky, unrealized.

In any of the main centers within the east end of the Tualatin Valley, there is certainly the earth-moving equipment, the initiative and the means by which a determined people could erect a swimming pool sufficient to meet the needs of area recreation. Couldn't we stow the fancy dreams and squeeze down on such a goal by means of community work days?

In his front yard, just beyond his house, Vineyard needs only look to know the delight neighboring kids get from his individualistic venture. He's willing to pay the costs of his own pool, taking his compensation from the joy he is bringing to some young lives.

And perhaps, to him, that's monument enough!

CULTURE IS TANGIBLE

Culture has often been regarded as a definite need of a people. It is like a leavening that lifts the soul above the humdrum routine of practical living.

The offer, next Saturday and Sunday afternoons of a free chunk of culture, therefore, should deserve an enthusiastic response.

The Portland Civic Opera association, sponsored by the city of Portland, the city's park recreation bureau and a committee of businessmen, presents a four-act presentation of the opera "Aida." Admission is free to all who would go to the open air amphitheatre at the Washington Park Rose Gardens.

This will be a dramatic spectacle, made even more so by participation of local people, even to Gertie the Camel from the municipal zoo. An entirely civic venture, cast was chosen by public audition and the performers have even provided their own costumes.

Most magnificent feature of the show, even beyond the exceptional performances which are to be expected from the cast, is the fact that the people, through this medium of civic opera, find Culture a real and tangible value.

NOTHING EQUALS LAWN

There's a secret to having a beautiful velvet-like green lawn, ingredients of which are mostly fertilizer, good seed and manpower.

With the fall, winter and spring rains awaiting us, we find that now is the time to start planning a beautiful lawn of our own.

Nothing quite equals a good lawn in looks.

ELSEWHERE IN OREGON

EVENTS AS CHRONICLED BY OUR CONTEMPORARIES IN SURROUNDING NORTHWEST COMMUNITIES

WATER BATTLE LOOMS

Lakeview and Lane county join in the looming water battle which attends California's attempt to divert Klamath river for its own purposes.

The EXAMINER AND TRIBUNE reports a meeting of men representing areas all along the river's length, called by the Klamath county chamber of commerce.

The meeting moved to set up a permanent organization and work out a multi-purpose program for use of the waters of the Klamath river. Federal legislation calling for a compact agreed to by the California and Oregon legislatures and approved by the congress of the United States before the river might be used in any other way than at present, has been proposed.

Bureau of reclamation men were present at the conference and explained that at present there is no proposal to tap the Klamath basin water resources by California but plans are beginning to materialize for diversion to Central valley waters of water from the Trinity river, a tributary of the Klamath.

FORECLOSURE FOR TAXES

Certain parcels of property within St. Helens are going on the block, to satisfy street and sewer payments.

The SENTINEL MIST relates the city recorder has been ordered to have a list published of such properties ripe for tax foreclosures.

Meanwhile the Columbia county court goes along with the amounts varying from over \$380 to \$156.

VACATION BUSINESS OFF

Admitting that summer vacation business is slightly below average volume, Seaside still has hopes for an improvement before the last hang-up of beach-togs and related paraphernalia.

The SIGNAL indicates, however, that optimism blossoms because of the definite upsurge in logging business, an industry which is of "considerable more importance this year than last."

One of the alarming developments noted in this resort town which has bulged greatly upon the service it is prepared to give the holiday-seekers, is the impact made by the new Sunset highway. More and more persons are driving to Seaside to spend the day, but returning home each night. At least half a million are estimated to be using this practice.

Business, it is suggested, must look beyond Oregon for the future, if the present high state of prosperity is to be extended.

HIGHER PRICE FOR PEARS

Hood River is expecting a high price for Bartlett pears this season.

The NEWS points out that there has been no general uniform price set in California.

Pears have been offered from \$70 to \$90 from the south and a fresh fruit deal, of small tonnage, set the year's high at \$100 per ton. This trend will perhaps mean a considerably higher opening price for Anjou pears and extend through the apple crops as well.

Pear and apple producers are seeking to have their fruits packed with a minimum delay for cold-storage keeping. With this effected, it will be possible to take advantage of a late season market, where advancing prices will make even more fruitful the local fruit producing industry.

HOSPITAL FUND CRISIS

With only a short time remaining before the end of a campaign to collect funds for an entirely community hospital, Lebanon faces a desperate crisis.

The EXPRESS, in repeated campaigns, has been boosting for the favorable response from its readers.

It declares that the average citizen in the area is awakening to the vital need of a modern hospital and medical center and coming forward with gifts and subscriptions to the best of ability.

According to report, \$223,896 has been donated for the project.

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PAVING OBSTRUCTION

In McMinnville, residents on one street have put an obstruction ahead of a project for paving.

The TELEPHONE REGISTER tells of an injunction served on city officials, shortly after they had awarded a contract bid for the job, in the amount of over \$45,000.

Seems that the protesting property owners allege the city had not had the street in question dedicated for public use, even though it has been used for some time in public travel.

City council members are still debating weightily whether to go ahead with the project or delete the street from its improvement plan.

The injunction rises up to box future assessment, which might be clouded by the fact on non-dedication of the street.

EXPLOSIVE IN POOL

Vernonia swimming pool fans were somewhat surprised to discover a stick of dynamite, cap and fuse had been thrown into the recreational facility.

The EAGLE notes the circumstance and remarks of the search being undertaken for the party responsible.

A reward has been offered for the arrest of the culprit, with official notice being given of this fact.

WAITING FOR BIDS

In Willamina, the city council seems to be waiting for bids that never come in.

According to the TIMES, proposed paving projects are frustrated by the lack of contractors offering a price on the work.

Nevertheless, the council agreed to go ahead and lay storm sewers, leaving the next paving bids call for early in 1951.

SCHOOLS CONSOLIDATION

In Coos Bay, a determined step is being taken, in the hope of effecting more efficient and economical school administration.

The HARBOR announces that a vote will be asked of 14 bay districts to consolidate forces and set up one large district.

School planners favor one high school for ten entire district; elementary school facilities as "close to home" of the young grade schoolers as possible; appointment of a representative from each of the consolidating districts not represented on the board, as advisors to problems that develop from time to time.

More Time To Frolic...



By switching to oil heat now!

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