

BEAVERTON ENTERPRISE

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., Inc., at Beaverton, Oregon. Entered as second-class matter at the Post Office Beaverton, Oregon.

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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	
One Year	\$3.00

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WORTH EQUALS SERVICE

This is the age of the atom, the era of development when the seemingly improbable becomes fact. Science and industry are teamed for the invention of more effective devices with which to do the work of the world.

On May 22, National Maritime Day serves to emphasize one industry which has contributed magnificently to the growth and development of the United States as the world's dominant nation. And in assessing its future, we can but anticipate wonderful accomplishments even yet to come.

The men who ply the seven seas, laden with goods produced in the United States, are practical missionaries of the American way. Wherever they go, goes also their homeland, and the goods they deliver are little seeds of Democracy.

Since the dawn of the nation, the maritime industry has served in peace and in war, for business and for pleasure.

As intrepid upstarts, in the days of sail, American mariners sallied forth to challenge the world. Their clippers trafficked the China Sea, the tempestuous Cape Horn, the Mediterranean and wherever the interests of trade required.

As steam came to the fore, the maritime industry slipped somewhat in predominance. Yet it fulfilled a significant role, made even more valuable by the readiness with which it shouldered the burden in times of war.

Fresh in the minds of American citizens from the age of grade school students on up is the recent, large-scale war, which took members of the armed forces into practically every nation and every continent of the world. How many of us have taken the pains to consider and credit the maritime industry for its vital service of supply?

If there is any glory in war, the Merchant Marine deserves a share of it for the diligent manner in which it transported the endless materials to keep American forces equipped in their titanic struggle. This represented a coordination of effort by many, with the planning and execution by the shipping industry completing a national task of supply.

For its future, the maritime industry may have high anticipation. With developments of atomic energy for peacetime use, shipping may expect a revolutionary advance. And as the scope of industrial development broadens within the United States, its job of transport in trade will increase by mighty lengths.

Should there be no other recourse in international relations than war, even then will the maritime forces find themselves in the forefront of service. And, noting its past record, shipping will do its task with speed and efficiency in that respect.

For National Maritime Day, of May 22, the eulogy most deserved for the industry is a fair commentary on its service to the nation and the national interest, during a long and distinguished history. Shipping has overcome many obstacles in the past and will meet changing conditions of the future with the same determination.

In practical evaluation, worth equals service. The maritime industry may recognize its own laurels in this.

—W. K.

TO BE FREE OF FILTH

To state it simply, the sewage disposal situation, particularly in the eastern end of Washington county and the adjoining west edge of Multnomah county, stinks to high heaven. Except for notable exceptions, an unbelievable concentration of filth and contamination shadows the entire area.

In practically all communities in the area, may be encountered open pools of raw sewage, heavily-polluted waterways and an aggravated menace of filth. Health hazards are of high potential and the very atmosphere in many home neighborhoods is heavy with the nauseating stench of untended sewage.

Is it possible to explain the action of people buying or building magnificent houses, at considerable expense, and then being required to gingerly step over ditches or to carefully navigate a course to avoid sinking ankle-deep in a stinking accumulation of septic-tank overflow? Is there anything which detracts more from the enjoyment of a home than the green-colored growths that thrive on sanitary wastes and seep relentlessly through the heavy clay soil of the area?

Beaverton has just about licked its sanitary sewer problem—after a long, difficult battle. Can't this accomplishment prove a forerunner of a wide program to clean up the entire area?

West Slope, for instance, is a disgrace as regards its lack of sanitation facilities. Why can't the clubs and the people who have such comparatively heavy investments there, in beautiful homes, set up a district and install their own facilities—or even work out an agreement with Beaverton to build added

facilities at the latter's sewage treatment plant and execute a campaign against such unashamed filth?

Multnomah has flagrant open sewer ditches in which its children and dogs may play. On some days, the stench from these stagnant sumps is heavy and nauseating. Yet, when the issue was put up squarely before the residents, a sanitary sewer system was twice voted down.

Tigard, too, has been taken severely to task for allowing the sewage nuisance to get out of hand. It takes very little investigation to prove beyond all doubt that regard for public health and epidemic safeguards rate on the same level as the bland unconcern of Tigard residents for proper disposal of its sanitary wastes.

The roll of indictments might go on and on. Concentration of population intensifies the problem and the state board of health is now starting to establish legal means with which to back up a frontal attack on this health menace.

Surely, the people must want health and a filth-free environment before they will succeed in erecting the means for proper sewage disposal.

EQUALITY OF EDUCATION

An issue deserving close attention and diligent weighing is the bill to increase the basic school support fund by an annual tax levy, to be listed on the November election ballot, as numbers 306 and 307.

Whenever the words "tax levy" show up, a little red flag pops up before the eyes of property owners, warning of the money that will be additionally taken from annual income.

Property is the basis for county and state taxation and every new demand for government revenue casts a long arm toward property. Yet, in this instance, all of the proposed addition of \$30 to existing \$50 allotted per census child in the state school systems will come at present from state income tax collections.

The peculiar setup of Oregon's state income tax requires a referendum vote to allow disbursements from it. As a result, a sizeable surplus arises, from time to time, even though other state funds might be in the throes of poverty.

So it is, with this "Children's Bill," that property would be by-passed in favor of state income tax funds as the means of paying the increased basic school support funds.

The income tax applies to everyone, but no more so than does the importance of high standard schools. And even with the proposed increase of school support allotments, property would still bear a heavy load in the purely local school district taxes. The "relief" for property owners from taxation does not go all the way but only cuts the levy laid by local districts.

Equality of educational opportunity will be nobly served by increasing basic school support funds, by spreading the obligation of school financing among all the people, property owners or not, and by easing some of the full load of operating costs in areas where building requirements necessitate heavy expenditures.

ROMANCE FALLS SHORT

Current shortage of railroad freight cars, which has threatened curtailment of various industries within the state of Oregon, highlights the ingenuity of the American railroading industry in their placement of cars, even in the face of the developed crisis.

A freight car, of course, is a liability unless it is available for shippers' use. And the fact that empties are spotted where they may be called into service upon request underlies a romantic aspect of "the rails."

Romance, however, falls short of appeal when there are not cars enough to care for the cargoes destined to market.

DOG POISON AND MURDER

In the Cedar Hills neighborhood, near Beaverton, some twisted mentality is blamed for wholesale poisoning of pet dogs. There can be no punishment severe enough for such low type of sub-humanity.

Method of the killing was the tossing out of strychnine-impregnated meat for the canines to eat.

There are any number of small, pre-school children, from the toddling stage on up, living in the neighborhood. The poisoned bait intended for the dogs would have proved as deadly to any of these youngsters who might have, child-like, picked it up and eaten it.

Anyone who can give a clue to the identity of this dog-poisoner is urged to contact the sheriff with the information. There is, of course, no way to shame such a low type of person; no appeal, however couched, will ever shock his sense of decency.

The only recourse, which might stop the potential murder of children as well as their pets, is to direct the process of Law upon him, to the utmost.

Readers Say

Readers are welcome to use this section of the paper for comments on any topic. There is no restriction on subject matter, other than slander or libelous statements. If possible, letters should be made brief and to the point.

"SEX INDULGENCES CHEAP AND TAWDRY"

Dear Editor:

May I make a few comments on Billy Graham's recent talk to 10,500 men on what he termed a "sex crazed" generation? In this much I can agree, with reservations of course.

It doesn't require a "bluenose" to make such an indictment or even to feel a deep sense of repugnance against our present dissolute and lax sex behavior for which all kinds of pettyfogging defense mechanisms and excuses by psychiatrists, doctors, etc are proffered—a diabolical and barefaced fake perpetrated certainly for no good to our country. Here is but another "subversive" influence scarcely observed.

I have personally heard doctors tell how they counseled some girl or boy to throw away all restraint and go the limit in order to relax their "nervous" conditions—what an unscrupulous and barefaced swindle! Unlawful and illicit commerce in sex have produced far more "nervous" disorders than they have cured.

If one doubts the low depths to which our sex morals have sunk, let him go to some beach resort and observe the large numbers of "teen agers" committing liberties belonging rightfully to marriage only.

Or, let him stroll (not for morbid curiosity) into one of our parks late at night or very early Sunday morning and observe what manner of license takes place so disgracefully and shamefully in our so-called Christian country.

Moreover, the sentimental levities and familiarities indulged in by the sexes in our public thoroughfares is anything but dignified or even respectful—it is cheap, tawdry, and disgusting.

The nudism and obscenity plus vulgarity is also enormous and with a most deleterious effect on public and private morals. Nearly every periodical confronts one with nude girls displaying their legs with gusto and pert pride.

Isn't it a criterion of our times that thousands of our young women can aspire to nothing higher than to serve as posing models? Why go on with this vulgar incarnation of impurity we all are well acquainted with but nothing done to stop or prevent it?

A word in conclusion about the modern justification of license under guise of "natural"—sex is "natural" only on one side, but it is also social and spiritual. There is nothing in nature that reveals such aberrations and abuses as evidenced in human conduct and it is an impudent fraud to argue like Kinsey that we ought to level our moral ideals down to fit our present misbehavior which he regards as "natural"—the modern belief but false.

Sex should, ought, and must be strictly curbed and restrained like any criminal or mob and kept limited within the bonds of wedlock in order to secure its highest fulfillment and happiness.

Let editors, educators, preachers, doctors, etc. help our age into a higher and nobler interpretation of this problem.

Sincerely,

Paul Brinkman, Jr.,
1027 S. E. 57th Ave.,
Portland 15, Oregon.

MOTOR TRANSPORT ASS'N SETS RECORD

Dear Editor:

"A new record has been established by members of the Oregon Motor Transport Association in the matter of truck overweight control."

Last month the trucks of members, responsible commercial motor transporters and petroleum transporters, were subjected to 1083 weighings out of the total of 4791 reported by the commission, or 22.6%; of these only 16 were found in violation.

This represents a ratio of 1.47% as against the average state-wide violation ratio of 4.91% and demonstrates that the responsible motor transporter is not a flagrant violator. The association has undertaken a rigid self-policing program in the matter of truck overweight control, each member being informed of violations, if any, and being counseled as to how to control effectively truck loadings.

Some motor transporters have established outstanding individual records according to this month's report, one having 173 trucks weighed and no violations, another 321 weighings and only one violation.

James B. Sharkey, Mgr.,
Oregon Motor Transport Association

Lawrence Hall Designated As First Beaverton Settler

HISTORICAL DISCOVERIES REVISE EARLIER CONCEPTION OF PIONEER WHO LOCATED SITE

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.

We have, for some time vaguely realized that something was wrong with our version of the earliest settlement of this Eastern Washington County area.

We had chosen for the beginning date the year 1847, when Augustus Fanno staked his claim of 640 acres on the creek which today bears his name, just south of the present site of Beaverton.

We traced the connection of Mr. Fanno with the settlers from Southern Indiana, the Denneys, Stotts, Hicklins and others, all from the same county and all related to one another, who came in '49, '50, '51, and '52 to settle in the same vicinity and found what we may call the Fanno Creek settlement.

We devoted two installments to the Cedar Mill community, which has been erroneously ascribed to Elam Young, who had nothing to do with it, and to Elam's son, John Quincy Adams Young, who did not come upon the scene until 1862, nine or ten years after the actual beginning of the settlement.

More recently we have discovered that Lawrence Hall was actually the earliest settler in this area. He played a significant part in its pioneer history and in the political and military history of the territory, died 83 years ago and is now almost forgotten. His daughter, Lucy Jane, who later became Mrs. W. H. Bennett is the principal source of this story.

Lawrence Hall was born in Bourbon County, Kentucky. When he was 22 years old he moved to Booneville, Missouri and three years later crossed the plains to Oregon.

Look at the township maps, prepared in 1852 by the Federal Land Survey, which show the locations and owners of donation land claims in the townships where Beaverton and Cedar Mill are now located and you will see the name, Hall, appearing in several places in their immediate vicinity.

Samuel Stott had his claim on the Beaverton site. Joining him on the north was William F. Hall. Next to the north we find William F. Hall. A mile up the road toward Hillsboro was the cabin of Lawrence Hall, the subject of this sketch. Between the Stott claim, now Beaverton, and the George W. Jones claim, which became Cedar Mill, was Josiah Hall. All of these Halls were Kentuckians, who migrated first to Missouri and then to Oregon. Earliest of these, as noted above was Lawrence Hall, who came in 1845.

Lucy Jane Hall was thirteen years old when she came with her parents to Oregon.

"The first part of the trip," she says, "was uneventful, but from Fort Laramie on, we had several encounters with the Indians, who were disposed to stampede our cattle. We were attacked three times but no harm resulted."

"At Old Fort Boise, we came across Steve Meek, who told us of a better road to the Willamette Valley. Part of our train refused to take this cutoff and went on by the old immigrant road. But there were some in our company who had large droves of cattle and were a little afraid of attacks by the hostile Indians that Meek said we would have to pass on the old trail. The grass, too, had been cropped quite short on that road. So we decided to trust Meek as our guide."

"We had a hard time from then on. The road we took had been traveled by the Hudson's Bay fur trappers, and might have been all right for pack horses, but it was certainly not suited for traveling with ox teams. The water was bad, so full of alkali that you could hardly drink it."

"There was little grass, and before long our cattle all had sore feet from traveling over the sharp hard rocks. Many of our party were sick and dying from mountain fever. I saw many of them buried without coffins. We became lost in the mountains and soon discovered that our guide really did not know the way. Finally he deserted us."

"It was at that time, while wandering in the woods and mountains, that Dan Herron, who was in our company, is said to have discovered gold on one of the streams in southeastern Oregon. He did not know that it was gold, but afterwards, in speaking of it,

he said that he could have filled his blue bucket with gold where he found that piece. In later years many parties have searched for that "Blue Bucket Mine," but they have never found it.

"After Meek left us, we turned back in the general direction of the Columbia river. We got to John Day's river, which, as also the Green and Deschutes rivers, we ferried in a wagon box. My brother would swim across the stream and fasten the ropes on the opposite bank for the ferry and we swam all the teams and livestock over."

Our hearts rejoiced when our men who were on the lookout with a pocket compass brought news that they had sighted the Columbia river. It was none too soon. Winter was coming on, teams giving out, provisions almost gone, people sick and dying.

"When we got to the Dalles, we received our first dried peas and potatoes, and one peck of wheat—all that was allowed to a family—for making bread. Oh! What a feast!"

"We made a log raft, on which we came down the river to the Cascades. We walked around the Cascades, packing our goods on our backs. On the other side, we met Dan Clark, who had preceded us down the river by trail, afoot, and obtained a bateau from Dr. McLoughlin at Fort Vancouver. Father gave Dan an axe for bringing his family down to Linnton (There was no Portland then.)"

"When we got to Fort Vancouver, my father and my youngest brother went up to the Fort to see Dr. McLoughlin, while the rest of us stayed in the boat. Father brought back with him a handful of small seedling apples, which Dr. McLoughlin had given him. This was the first fruit we had tasted for more than six months. You can imagine we children thought they were pretty good."

(The rest of this story continued in our next installment.)

FISHING IN IDAHO

Mr. and Mrs. Harry Antrobus, of Beaverton, with two couples from Moscow, Idaho, recently spent a full week fishing in the wilds of Northeastern Idaho.

The party left Orofino, Idaho and journeyed through the Bungalow Ranger station area on into the Bitter Root Mountains. They "came out of the woods" at Superior, Montana.

Harry reports he caught all the rainbow trout he wanted—which is plenty. Biggest trouble on the whole trip was keeping elk, bear, deer and moose out of the camping grounds.

A good mountain road has been recently built, all the way. Antrobus adds he'd like to make a return visit and do a little big game hunting.

SCHOOL OPENS



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