

TO ASSIST THE RIGHT
STATE OF OREGON
TO RESIST THE WRONG

BEAVER STATE HERALD

PUBLISHED EVERY FRIDAY
AT GRESHAM ORE.

Subscription, \$1.00 a Year.

GRESHAM, MULTNOMAH CO., OREGON, FRIDAY, JULY 14, 1911

Vol. 9. No. 27.

SMALLER FARMS IN BIG DEMAND

Many small farms are being carved out of the territory lying east of the second Sandy bridge north of the Base Line road. About 500 acres have been sold out in 10 or 15 acre tracts at prices ranging from \$75 to \$185 per acre. Another large tract known as Banner Acres has also been sold out and the whole country is being developed to such an amazing extent that it will soon be one of the thickly settled sections of Eastern Multnomah. Investors are seeking opportunities over there and are offering big money for whole farms. Charles Nielsen was lately offered \$15,000 for his farm of 150 acres, of which only 40 acres are in cultivation.

"There has been a big demand for acreage tracts," said Mr. Nielsen, "and people are buying land around here constantly. I have lived here for 20 years and have seen this section develop."

Good roads have been put through that part of the county east of the Sandy river. We are going to have plenty of crushed rock for all over roads, which will help develop the country. We have secured a rock quarry on the bluff east of the Sandy river, where the crusher will be placed and set to work. We shall be able to handle the crushed rock cheaper and haul it to the roads in this territory at a reasonable cost.

This locality is an excellent one for all kinds of fruits of Western Oregon. This has been demonstrated during the past 20 years by several who have made considerable money at the business. Many of the small farms being cleared will be set out to the best varieties of commercial fruits, apples and cherries predominating. The many fine farms of this locality demonstrate the productive character of the land.

BUFFALO INCREASING

The American Bison Society made a careful census and found that there were 2,108 pure-blood buffalo in North America as compared with 1,917 when the 1908 census was made. Of these buffalo 1,007 are in captivity in the United States, 626 are in captivity in Canada, and 475 are wild. In 1908, there were 1,116 buffalo in captivity in the United States, and of these a considerable number was purchased by the Canadian Government, but the buffalo census shows actual increase of about 200. The largest herds in private hands now are at Belvedere, Kans.; Roman Mont.; Newport, N. H.; Pawnee, Okla.; Goodnight, Tex.; and on Antelope Islands, Great Salt Lake.

RURAL ROUTES MAY BE CHANGED

Rumors of changes in the rural routes are again being heard on the outside, but there is nothing official and the rumors may be taken for what they are worth. It is stated that the Montavilla rural route will be discontinued and all the territory to the city limits will be served by city carriers. This arrangement will leave a large slice of territory to be divided between Cleone and Gresham, unless a new postoffice is established, which is also promised for the district between Russellville and Rockwood.

It is also rumored that the Cleone

and Troutdale routes will be taken off the Base Line and that Gresham will lose one route in the shake-up. Also, that a postoffice will be established either at Pleasant Home or at the new station of Cottrell, with a rural route to serve a large territory eastward which has never yet had the rural service.

It is said that there will be changes all over the whole territory and that the Mount Hood people are bringing them about in anticipation of getting a contract for carrying the mail between Portland and Bull Run. That there will be some changes made is practically certain, but the public will have to wait until they are announced officially before they are to be entitled to full credence.

RAILWAY CAR SHOPS A POSSIBILITY

Gresham will get the Mount Hood carshops if there are no legal complications imposed to prevent. At the mass meeting of voters held last Monday evening it was unanimously voted to give the company free water to the extent of 25,000 gallons per day.

The company has asked for nothing else and is expected to supply its own pipes from the end of the main and be at all expense except the cost of the water which will probably amount to a little over two dollars per day as the extreme cost, although it is estimated that it will be much lower as an average.

The contract will depend somewhat on the attitude of the Portland Water Board, as it is necessary to have an understanding between all the parties concerned.

In regard to the sewer part the company will have the same consideration as any other company or person. If the city limits are enlarged, which will be done so as to take in the company's property and the new Cleveland addition a sewer district will be formed, and the company will pay its share of the cost.

The company owns 30 acres of the Gedamke farm, on which the shops will probably be located.

The city council met on Tuesday evening last at which an ordinance was introduced covering the whole subject, and the matter will be pressed to an early conclusion.

Washington, D. C., July 10.—It is news to most people that the Interstate Commerce Commission has undertaken the investigation of the express companies. The announcement that this policy has just been decided on is misleading, for the Commission has had men in the field for months making a searching inquiry into the business methods of the companies. As a result of this investigation, it is believed, the carriers under investigation filed new schedules which are probably intended to meet some of the more serious complaints regarding the manner of conducting the express business. It has been contended for a long time that the express monopoly was making excessive profits. It will gratify the public if something can be done to insure more equitable charges for service and better protection to the customers of the companies.

Use the small eggs. Give your customers the large ones. So shall they call you a square dealer and stick by you and bring you more and more customers. Besides, it's only fair and makes you feel better.

NEW NAMES FOR FOR MANY TOWNS

The Mount Hood Railway Company is naming the stations along the new road and there will be a lot of new places on the map of Eastern Multnomah. Besides Rockwood and Gresham the three most important to be given new names are Ruby, two miles west of Gresham; Powell Valley, one mile east of Cottrell, which is at Craswell's. The latter name is significant of a change, as the old town of Cottrell is nearly two miles away but not on the line of the railroad. The town will have to move to the new location, but as it will probably be the Junction where the two roads will diverge—one to Mount Hood, the other to Bull Run—it means that it will become a thriving settlement.

Mr. C. B. Smith has stated that stops would be made at practically all the crossings but it is not likely that waiting rooms will be provided at all of them. The new time card will be awaited with interest, as it will necessarily give all the names between Montavilla and Bull Run.

COLLEGE WORKING FOR THE STATE

What the State Agricultural College at Corvallis is doing for the state of Oregon is admirably set forth in a beautifully printed and illustrated pamphlet which well describes the institution as "dedicated to the great work of dignifying and elevating the industries, of uniting learning and labor." The work of the college as a whole and of each department is described and is depicted by means of photo engravings. It is made evident that the college not only puts knowledge in the brain, but trains the body to apply that knowledge in the practical affairs of life. "Book learning" is taken as an introduction to the learning how to do things by doing them. Corvallis gives education up to date and turns out farmers, stock-growers, orchardists, mechanics, dairymen, lumbermen, miners, cooks, dress-makers. A graduate of Corvallis is equipped to earn a living; a graduate of an old university whose head is stuffed with classics might starve to death under the same conditions.—Portland Oregonian.

EXPOSITION A STIMULANT

There is some question whether an exposition is a real help to a city, but in San Diego, which is preparing to hold one in 1915, the building operations have amounted to \$2,352,000 in less than six months of 1911; and for a city of some 40,000 people, that is admitted to be "going some."

NOTES FROM EVENING STAR GRANGE

Evening Star Grange met in their hall on Section Line road July 1st. Two new members were instructed in first and second degrees. During the lecture hour a patriotic program was given as follows:

Song by Grange—Led by Mrs. C. H. Welch—"Columbia the Gem of the Ocean."

Reading—"Our Natal Day"—A. C. Nickols.

Recitation—"Modesty"—Irene Elliott

Remarks—"The Power of a Great Idea"—Rev. Oberg.

Reading—J. E. Nelson.

Music—"The Little Brown Button"—Mrs. Pollock.

Remarks—"Making of the Constitution"—J. J. Johnson.

Reading—From Michigan State Grange Bulletin.

Song by Grange—"America"—Mrs. Vail.

O. A. C. FARM MECHANICS BUILDING

Oregon Agricultural College, Corvallis Ore., July 10.—The first of October, when the college year begins, the Oregon Agricultural College will have another new building in its agricultural group—the \$15,000 farm mechanics building, for which the foundations have just been begun.

On the northwest corner of the drives passing Cauthorn Hall (the boys' dormitory) and the college barns is the site selected for the building, which will be 122x52 feet, two stories high, constructed of brick and cement with a steel roof.

Every foot of the flooring will be put to immediate use for the instruction in the six courses in farm mechanics now

offered, including special work in the machinery used in dry farming and that used in irrigation work.

The equipment will cost the state practically nothing, since manufacturers of farm machinery have cooperated by the gift of thousands of dollars worth of up-to-date machinery. A carload of \$3,000 worth, containing among other pieces a complete threshing outfit, was sent to the college in April, but since there was no storage room in any of the buildings, it had to be returned to Portland until the new building was ready.

In this new building farmers and their sons may learn how to save the expense of repair men, and to lengthen the lives of valuable machinery by proper care and operation.

OUR FIRST PASSENGER SCHEDULE

Commencing yesterday morning the Mount Hood Railway Company began a regular passenger schedule with a limited number of trains daily except Sundays. This is only the beginning and will be followed as soon as possible by an increased service. At present there will be two round trips each week day between Montavilla and Bull Run. The first train starts from Gresham at 7 a. m., and goes to the Villa; thence back to Gresham and makes two round trips to Bull Run from here, returning to the Villa at 5:15 and coming back to Gresham at 6:30. It will be possible and easy for a person to have a whole day in Portland on this schedule. It is expected that many changes will be made before a permanent time card is made up. Following are the hours of departure and arrival for the week day service:

Leave—Gresham, 7 a. m., Montavilla, 8 a. m., Gresham for Bull Run, 8:35 a. m., Bull Run, 10:45 a. m., Gresham for Bull Run, 2:30 p. m., Montavilla, 2 p. m., Bull Run, 4 p. m., Gresham for Montavilla, 5:15 p. m.

Arrive—Montavilla, 7:50 a. m., Bull Run, 9:45 a. m., Gresham, 12 m., Bull Run, 3:45 p. m., Montavilla, 5:45 p. m., Gresham, 6:30 p. m.

The following Sunday service will prevail for a time:

Leave—Gresham 8:20 a. m. Arrive Montavilla 8:50 a. m. Leave Gresham 9:30 a. m. Arrive at Bull Run 10:30 a. m.

Leave Bull Run 4:30 p. m. Leave Gresham 5:45 p. m. Arrive Montavilla 6:15 p. m. Leave Montavilla 6:30 p. m. Arrive Gresham 6:55 p. m.

Passenger rates have not been definitely fixed, but will not be any lower than are charged by the O. W. P. There will be no regular service on Sundays, which will probably be taken up with excursions for awhile, on until the complete time card is announced.

Soap-suds will kill plant lice. So will tobacco extract, kerosene emulsion or whale-oil soap.

Now get in the rutabagas. They'll come in nice for stock feed next winter. A turnunder timothy sod will do for them.

Keep the cultivator going in the corn until out in tassel. Shallow—please! About two inches deep is right. Muzzle the horses and they'll work better.

Look out for the blighted twigs and branches on pear trees. No remedy is known for this bad disease, except to cut out the infected parts promptly and burn them. Be sure to cut well below the diseased wood. Disinfect the pruning implement by dipping it frequently in a strong solution of carbolic acid.

Lighter foods are best these warm days. Heavy food like corn heats the blood.

The hen that lays where she happens to be, when she takes the notion to lay, is certainly setting a bad eggs-ample.

The little brown slug that defoliates the pear, plum and cherry trees during the summer season is one of the easiest of our insects to control. No one need allow this insect to do any serious harm to his trees, if he will thoroughly use the remedy here given. Steep two ounces of fresh white hellebore in one gallon of water, and use as a spray when the slugs are first seen. Stir the mixture often; or, better yet, have an agitator attachment on the pump. Sometimes there is a second brood of the slugs, necessitating a second spraying.

GOOD ROADS MAN WITH SOME IDEAS

Mr. Earle of Michigan has landed on the Oregon's soil for the pronounced purpose of telling us how to have good roads. He hails from a state that seems to have one of the best road laws in the country. We listened to his address a couple of weeks ago and were deeply interested in his narrative of the fight for good roads which he and a few fellow patriots put up in Michigan several years ago, and of the law which they have produced. Some of the leading thought brought out is that Mr. Earle does favor local road building first. He approves of the construction of good roads from the towns in various directions under the supervision of a competent state engineer, who draws plans and gives advice. He tells us that the state of Michigan then allows each county or precinct \$500 for each mile of gravel road or \$1000 for each mile of crushed rock water bound road, built under the directions of the state engineer. That is all well and good. Then he tells us he is in favor of a cross state highway and a great system of highways leading across the nation. According to his plan he would have four of the highways lead east and west and eight span the country north and south. A sort of national gridiron, built at government expense for the use of the public in general and tourists in particular. That would all be very nice, but let us not forget that the portion of the public who stays at home would pay most of the bill. Why? Because in this as in all other indirect taxes, it is intended that all the people shall assist in paying the bill. John Smith, worth a couple of hundred million does not use any more tobacco than Tom Brown who works at day wages and spends his vacations hauling wood or digging ditches. But John Smith takes a couple of vacations, or more, annually, and can use all the roads the public builds for his pleasure. Of course the country is out something on tourists who go out of the country and spend the money. The country might save some of this by collecting an expert tax. The fellow who takes a car load of junk, fine clothes, automobiles, and what not would consider his trip twice before preparing to leave the country on a pleasure trip if that were done. However, that is not the question. Some of Mr. Earle's road ideas are fine and his visit in Oregon it is to be hoped, will result in a harmonizing of the various elements that are contending for improvements in this state.

MIDSUMMER DANCE

Rockwood Grange will give its midsummer dance on Saturday evening, July 22. Parsons' orchestra has been engaged permanently and the price of tickets reduced to 75 cents, with supper extra.

DIVIDED THE MESSAGE.

The Way a Financier's Clerk Extemporized a Cipher.

When Wall street first caught the fever for "industrial combinations" and began the reorganization of every thing in sight one of the votaries of high finance found himself in Chicago in extreme need of communicating with his New York office.

He almost completed an arrangement for the consolidation of several western enterprises, but in order to get the final authority he needed from New York he must explain all he had done by wire to his partners.

There was no time to write. He had no cipher code. For a long time he tried to think out some way to send the information so that it would be plain to his partners and meaningless to any one else. His secret was a valuable one and once sent over the wire might be sold out to his rivals in Wall street for a large sum.

At last he decided to take the chances in plain English. Accordingly he wrote the message and gave it to his assistant to send. Half an hour later, when the assistant came back, he asked him if he had sent it. "Not just that way," said the clerk. "I rewrote it—the first word on a Postal blank, the second on a Western Union, and so on. I sent half by each company, and neither half meant anything. Then I sent a second message by one line, saying, 'Read both messages together, alternating words.'"

The scheme was too simple for the high financier to have evolved, but it worked perfectly.

Humor and Philosophy

By DUNCAN M. SMITH

PERT PARAGRAPHS.

WHEN a woman has partaken of "light refreshments" served at 5 p. m. at her club she can't understand why her husband wants something besides bread and butter and canned pears for dinner.

No man knows when he will be without friends and without money, and the fellow who has the best time doesn't care.

The wise man carries two kinds of cigars, one kind that he himself smokes and the other that he gives to people who bore him.

It is like a man to buy his wife a dress and select a blond dress for a brunette woman.

Salesladies are apt to prefer male customers because they are such easy marks.

The small boy's ambition has shifted from baseball to aviation.

Some of our most upright legislators are those who never felt the tug of a bribe pulling them into oblique courses.

Look out for the woman who feels it her duty to tell you the mean things that Mrs. Brown said about you.

It takes a great mind to prefer criticism to praise.

Any man can advise another how to build a house, but no man can build one that will suit himself a week.

Face a problem firmly and you can sometimes stare it out of countenance.

He who is gifted with a strong sense of his own importance is never at a loss for a grievance.

Unclaimed Letters

The following letters remain unclaimed for at the Gresham postoffice for the week ending July 8, 1911:

Gentlemen: Ernest Taylor, R. C. Smith, C. O. Lovgreen, Alfred Lee 2, A. J. McDonalds, John H. McDonald.

Dead Letters: E. Doty.

Foreign: L. Garsen.

Register, John Haelscher.

These letters will be sent to the Dead Letter Office on July 22, 1911, if not delivered before. In calling for the above, please say "advertised," giving date of list.

I. McCOLL, P. M.

NOTICE FOR PUBLICATION

(Publisher) 02683

Department of the Interior, U. S. Land Office at Portland, Oregon, June 24, 1911.

Notice is hereby given that John Roy-lance West, whose post-office address is 530 Davis St., Portland, Oregon, did, on the 1st day of July, 1910, file in this office Sworn Statement and Application, No. 02683, to purchase the s $\frac{1}{2}$ s $\frac{1}{4}$ of Section 2 and s $\frac{1}{2}$ s $\frac{1}{4}$, Section 3, Township 1 North, Range 6 East, Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisement, and that, pursuant to such application, the land and timber thereon have been appraised, the timber estimated 760,000 board feet at 50 cents per M, and the land \$80.00; that said applicant will offer final proof in support of his application and sworn statement on the 12th day of September, 1911, before the Register and Receiver of the United States Land office, at Portland, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

H. F. Highy,

Register.

Sprains require careful treatment. Keep quiet and apply Chamberlain's Liniment freely. It will remove the soreness and quickly restore the parts to a healthy condition. For sale by all druggists.

Important Clubbing Offer: The Pacific Monthly, The Herald, Hammond's Modern Atlas of the World, worth \$5.50, for only \$2.75. The Regular price of the atlas is \$3.00.

TO THOSE WHO WORK—

You have heard the story of the farmer who chalked his accounts on the barn door, which later burned.

You are in a like rut if you don't use modern methods.

Let us handle your money—do your bookkeeping; relieve you from worry and work. A bank account will give you safety and credit. Checks are your personal coinage system.

If you haven't surplus money, deposit all your money with us and pay your bills by check. You will soon have credit and the surplus.

FIRST STATE BANK
GRESHAM, ORE.
THE FARMERS' BANK