

GRESHAM OUTLOOK

TWICE A WEEK

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H. L. ST. CLAIR, Editor and Publ'r.

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Phone 701. "The Linotype Way is the Way that Wins."

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THE NEW YEAR

Tomorrow will close the old year, and 1914 will awaken to greet a prosperous community in the most favored spot in Oregon.

The sentiment that bids farewell to the past is a cherished memory of the good we have done. The things we have left undone are oft forgotten, but their memory lingers with us long enough to make new resolves for a better life during the coming year, and we welcome its glad coming with mingled feelings of joy and timid anticipations of something better in store.

To the past we are bidding a long farewell, but to the future we look with hopefulness, and to everyone we breathe the glad-wish of a prosperous and Happy New Year.

WRONG DATE CHOSEN

To make the educational features of the different Oregon fairs more prominent is the aim of State Superintendent Churchill, and he has called a meeting of the secretary of the fairs, school superintendents and all others interested for next Friday.

The movement is a laudable one but the date is ill-timed. Just at this period of the year the fairs are undergoing a change in directors and officers and a permanent organization such as Mr. Churchill desires will not be representative of the fair association for that reason.

A later date, say in March, would have been better.

Of interest to every community in the Columbia basin is the coming fifth annual meeting of the Columbia and Snake rivers Waterway association which will be held in Portland, April 13-14, 1914. The Portland Chamber of Commerce is backing the movement and it is expected the coming convention will eclipse all others in the number of delegates assembled and in the importance of the subjects discussed. Wallace R. Struble, manager of the Commercial club at Lewiston, Idaho, will devote all his time from January first to the date of the meeting to visiting cities in the Columbia valley and in arousing interest in a subject which is of such vital interest to the entire Northwest.

President Wilson's presidential primary law, recently announced, was anticipated two years ago by Congressman Lafferty. His bill is in a committee pigeon hole in Washington and is the only one of the kind there. The world moves and some such kind of law will be in operation some day.

January clearance sales will be announced in a few days in all of the dry goods stores. Some of the wet goods shops have been doing the same thing for several weeks and will close up tomorrow night.

Portland, Seattle and Spokane are making a three-cornered fight for a regional bank under the new law. Spokane's activity will help Portland.

How long can an automobile run without a number plate after tomorrow? Applications are short over 10,000 at the office of the secretary of state.

Crime arrests in Portland for the past year show that every thirteenth was a woman. Is the hoodoo following equal suffrage?

The worm will turn. A Prisco man is suing his wife for alimony along with a divorce.

FAULT LIES WITH PUBLIC

GRESHAM, Dec. 29, 1913.

Editor Outlook:—I desire to call the attention of the readers of the Outlook to the following articles appearing in different columns on the editorial page of the Oregonian of December 22. It occurs to me that there is a little inconsistency in the two items inasmuch as one commends the southern Oregon paper for placing the blame for the useless waste of road funds where it rightfully belongs—that is with the people themselves. While the other item costs reflections on the ability of our supervisors as road builders.

If this correspondence should lead up to a discussion of just who is really to blame for the waste of road funds I do not know which position the Oregonian will defend. I am very much inclined to take the position assumed by the southern Oregon paper. The fault certainly lies with the taxpayers themselves and no one else, and until they take sufficient interest in their road to work out a practical, scientific system of building roads the waste of road funds will go on and on indefinitely.

Under our present system each road district is apportioned so much money from the general road fund, according to the assessed valuation of property in the district.

Often times this apportionment is not sufficient to build and keep bridges in repair, in the district yet the much abused road supervisor is expected to not only build and keep the bridges in repair, but he must also build and maintain from 20 to one hundred miles of road, and if he fails to do this the taxpayers will call mass meetings, at which they will get up and express their indignation at what they are pleased to term waste of their tax money. They will appoint and send delegation after delegation to wait on the board of county commissioners who are as helpless to aid them as is the supervisor, and if every mother's son of them has a piece of cross road running by his place he will demand and insist that his pro rata of the fund be expended on this particular piece of cross road. Let us be consistent in this matter. Let the country papers, city papers and farm papers, co-operate with the civic improvement organizations and conduct the campaign of education for permanent good roads, then we will hear no more complaint of the waste of road funds or abuse of supervisors.

G. N. SAGER.

Following are the editorials referred to:

The Blue Mountain Eagle, published at Canyon City, has some very pertinent remarks on the question of roads, called forth by the position in which Grant county is now placed by an apparent failure property to build or maintain a road from John Day to Long Creek, a distance of about thirty miles.

The Eagle says: Without figures available, but with no fear of contradiction, we would say that there has been spent more than \$2000 a mile on the road between John Day and Long Creek. After spending \$60,000 it is claimed that the road is not satisfactory, and therefore it is proposed to build a new road from Long Creek to Prairie City.

The road problem is the hardest problem confronting our counties, and this is particularly true of counties like Grant, where the taxable property is not large, the population sparse and the road mileage great. By the census of 1910 Grant had a population of 5607, which has not been materially increased since that date. The area of the county is 4520 square miles, or practically the same size as Lane and Douglas. But Douglas has a population of 19,674 and Lane 33,783. There are but seven larger counties in the state than Grant; twenty-six of our counties have a greater population.

Thus, with large area, and consequently large road mileage, to maintain, with a small population to pay the taxes, Grant has serious obstacles in maintaining anything like decent roads, even under the best and wisest management. Without available figures it is pretty safe to estimate that over 40 per cent of the taxes collected annually in Grant goes for the maintenance of county roads. The county adjoining Grant on the west, Wheeler, will collect taxes this year of \$85,756, of which \$36,629 goes to the road fund and the proportions in the two counties are perhaps not widely different.

It seems from the article in the Eagle that practically all the available road funds for two years have been wasted on a road that is about to be abandoned. For this state of affairs the Eagle does not lay the blame entirely upon the county officers. Indeed, with such frequent changes, it would perhaps be difficult to say just which of them have been instrumental in causing the trouble. The Eagle, however, very

wisely says, "The responsibility properly belongs to the people," and goes on to show that the best way to get a proper start on a trunk line is to begin at the very fountain head and educate the people, saying: "Discussion of a road policy with the idea of all getting together with the same facts will lead to the correct solution."

The Eagle is to be commended for the painstaking and forcible manner in which it handles the subject. It offers no abuse, does not even give a word of adverse criticism, even takes its own share of the responsibility for what it deems a wasteful failure. It does, however, offer the only solution of the problem—the education of the taxpayers.

If all of our country newspapers would deal with the subject as calmly, as reasonably and as ably we should soon find the various counties making a start by building a trunk line, and building it right, even though they constructed only a half dozen miles a year.

The rural carrier, or to be more exact, his horse, earns his keep this week in meandering the Oregon roads, many of which are a disgrace to the supervisors who make them.

WINTER SHORT COURSE BEGINS JANUARY FIFTH

The four principal objects of the Winter Short Course offered by the Oregon Agricultural College, are as follows:

To provide in the most compact and practical way the largest amount of information and training in scientific agriculture that can be offered by a well equipped Agricultural College.

To offer this information at the season of the year in which the farmer can best spare the time to attend.

To give the young men a broader and more intense knowledge of scientific agriculture and increase their pride and efficiency in farming; to offer the experienced farmers the opportunity to push abreast of the times, become acquainted with the latest phases of research work, and become still more expert in the art of agriculture; and to furnish the home-makers of our country both instruction and inspiration in the noble art of upbuilding and beautifying the home.

To enrich the entire field of rural life by pointing out resources not yet utilized and enjoyed, by relieving farm work of its drudgery, and by inspiring the people with the possibilities of more bountiful production.

The Course begins on January 5 and ends on January 31. Reduced fares have been granted over all the leading roads of the state.

The problem of work for idle men in Eastern Oregon, which is an important question at the present time, is to be solved within a very short time by the commencement of actual construction work on the first 10,000 acre unit of the West Umatilla extension irrigation project. Orders have been received by the local engineers to begin work, supplies are being purchased, camps established and everything put in readiness for a start immediately after January 1. With the federal appropriation of \$700,000 now available, the work will be pushed straight to completion and it is expected that the project will be finished within a year. Under present plans the government will expend about \$90,000 per month. The entire West Umatilla project calls for the irrigation of 30,000 acres in Umatilla and Morrow counties. The government will hire men with teams to do the work under its own direction. Later, a large part of the work will be divided for small contractors and the contracts offered to settlers as a means of furnishing them employment during the time there is nothing to be done on their claims.

Croup and Cough Remedy.

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A Curious Rescue.

Two officers hunting wolves on the Dry mountain, in central Serbia, lost their way in a fog. After wandering for fourteen hours one of them lay down in the snow and speedily became unconscious. His comrade bound him with cords, placed him in a sitting position and then rolled him down the mountain. He glided down the slope at terrific speed and reached the bottom safely, being found an hour later in an exhausted condition by a peasant.—London Mail.

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1c a word for first insertion; one-half cent a word each subsequent insertion. Minimum, any insertion, 10c.

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Daily Oregonian, 1 yr. reg. \$6.00 Twice-a-Week Outlook, 1 yr. 1.50 Combination, 1 year. 6.00

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MISCELLANEOUS

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Miscellaneous.

FOR SALE—Cordwood, dead. Price \$4 a cord delivered. Phone 756. tf

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A prominent New York physician says, "If it were not for the thin stockings and thin soled shoes worn by women the doctors would probably be bankrupt." When you contract a cold do not wait for it to develop into pneumonia but treat it at once. Chamberlain's Cough Remedy is intended especially for coughs and colds, and has won a wide reputation by its cures of these diseases. It is most effectual and is pleasant and safe to take. For sale by Gresham Drug Co. and all Dealers.

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