

INSIDE LIMIT MAIL SERVICE

Hereafter the people living in a town which is not served by city carriers may have their mail delivered by the rural carriers if proper regulation mail boxes are erected along the streets covered by the carriers.

This regulation is provided for in the following which is self explanatory:

Office of the Postmaster General
WASHINGTON, Dec. 31, 1913.
Order No. 7745.

Section 717, Postal Laws and Regulations, 1913, is amended to read as follows:

"All persons, except those who reside within the city-delivering limits of a city where the city-delivering service is in operation, may be served by rural carriers, provided they will erect approved boxes on the established line of the route in the manner required by the Department."

(Signed) A. S. BURLESON,
Postmaster General.

When the rural routes were first put in operation here the same privilege was allowed and several merchants within half a block of the postoffice were served by carrier. It will be remembered by some that mail boxes were to be found in front of Shattuck's and Metzger's stores and the Main street blacksmith shop. A number of others were also served close by, but an order came along restricting new boxes for a distance of one-half mile from the postoffice. Later when the town was incorporated the carriers were instructed not to serve anyone inside the city limits except those who already had the service.

This last clause explains why a few inside the city limits have mail boxes. They never discontinued the service.

The above order will allow the privilege to anyone again by complying with its terms and it would seem that it would be a good policy for those who desire the service to begin it before the privilege is withdrawn again.

WOOD CONTRACTOR MAKES ASSIGNMENT

W. L. Tomlinson, one of the most extensive cordwood contractors of this section, made an assignment last week to M. C. King for the benefit of his creditors. He has extensive holdings at Mabery where he maintains a wood camp and ships wood to Portland.

By the terms of the assignment which is for the benefit of the creditors, Mr. King is in full control and will continue the business, guaranteeing all the creditors full payment as fast as the proceeds can be turned into money.

The visible assets consist of equities in several tracts of land, considerable cordwood, tools, etc. They aggregate \$15,775. The liabilities foot up \$7,795 as listed in the deed of assignment, the claims running from \$200 down to several very small sums, except the purchase price of the land and timber which is in the sum of \$6714.

McCart's Auto Truck.
Makes daily trips to and from Portland. Will call for freight or deliver anywhere in Gresham or vicinity, or Portland. Phone 335.

Milk, Cream and Buttermilk.
Delivered anywhere in Gresham by the green milk wagon from Rockwood Dairy. Milk bottled and prepared under sanitary conditions. Investigation invited. Phone 231.

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

MRS. H. M. HESLIN FAIRVIEW POSTMASTER

Dispatches from Washington yesterday announce the appointment of Mrs. Helen M. Heslin as postmaster at Fairview to take the place of R. W. Wilcox whose term has expired.

The same dispatch announces that the name of the postoffice has been changed from Cleone to Fairview, by which latter designation it will hereafter be known.

This last action is in response to an appeal which has been hanging fire for ten years, with occasional renewals, and is now the result of more direct efforts which were begun when it was learned that Fairview, in Coos county, had been absorbed by a rural route and was no longer a postoffice.

The new postmaster is well known as the wife of E. E. Heslin, and has been a resident of eastern Multnomah for more than 40 years. She ranked highest in the examinations and is fully qualified for the position.

MRS. CLARA LARSSON MAYOR OF TROUTDALE

Mrs. Clara Larsson, of Troutdale, the second woman to become mayor of a city in Oregon, was installed into office last Tuesday evening upon the reorganization of the city government. After the unfinished business in the hands of the retiring officials had been disposed of she was placed at the head of the city government in conformity with the decree of the voters at the last municipal election.

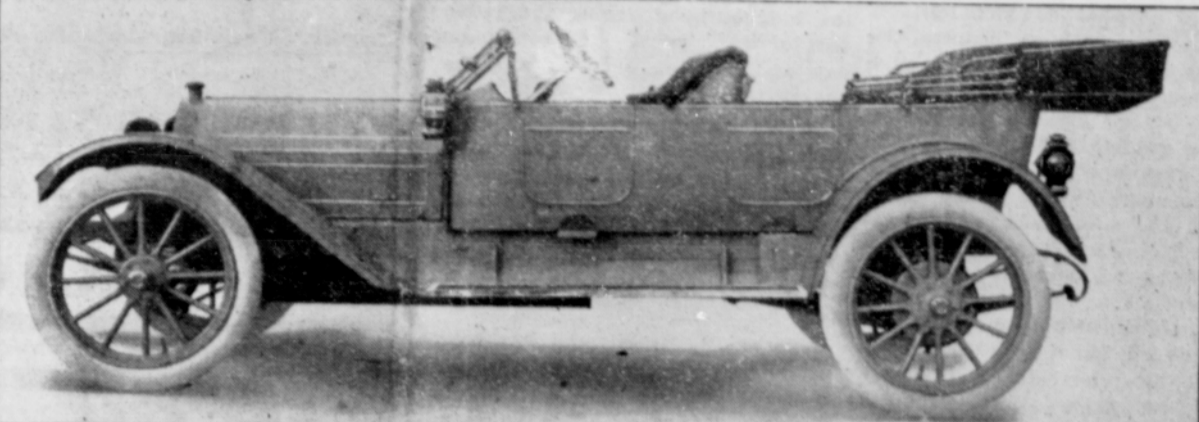
It was a new experience for Troutdale as well as for the new mayor, but there were congratulations all around and there is a general belief that the second woman mayor in Oregon will "make good." She is fully capable and will have the confidence and support of the town. The other new officers are: recorder, Jean Larson; treasurer, Louis Kummer; marshal, George Richardson; councilmen, R. A. Dodson, Aaron Fox and L. Russell.

FROM PARK RIVER TO GRESHAM

Mr. and Mrs. D. E. Towle left last Wednesday for Gresham, Oregon, where they will make their future home. They were accompanied by their daughters, the Misses Olive, Florence and Della. Mr. and Mrs. Towle's residence in Park River extends back to the pioneer stage and their removal is sincerely regretted by a host of warm friends they have formed in town and vicinity. The family have been prominent and esteemed residents who have always taken a keen interest in the welfare of the city and been identified with every worthy movement for its advancement. Mr. Towle's splendid public spirit brought him prominently before the public and he was honored with positions of trust at different times. He had served the community as a member of the state legislature with ability, and was also a member of the city council as alderman for a number of years. Mrs. Towle has been an active member in her church and its organizations and her absence will be keenly felt. The best wishes of all accompany them to their new home.—Park River, N. D., Gazette-News, January 9.

Mr. Towle and family arrived this week in Gresham and are moving into their new home on the Base Line road, he having bought the 32 acre farm of Mrs. E. M. Grimes. It is expected that one of the daughters will attend the Gresham high school.

Mr. Towle is a brother of Geo. E. Towle of Minneapolis, Minnesota, who owns the property just north of Geo. F. Honey's place, on which he expects to build a home in the near future.



RELIABLE FACTS REGARDING BEAVER MOTOR COMPANY

With the announcement last Friday that the Beaver State Motor Company had selected its factory site in Gresham and would begin actual work soon, came an insistent demand for more information upon the subject. In order to give full measure of publicity to this important enterprise the Outlook has secured the following authorized interview from Frank McCrillis, who is known as the progressive promoter of the company.

It is exceedingly gratifying to the Beaver State Motor Co. to be able to announce the immediate building of the first unit of its factory for the manufacture of automobiles at Gresham. No doubt the people of Gresham are equally pleased with this announcement. The company was ready a couple of months ago and the delay while trying to its officers could not be avoided. Five months ago an option was secured for a five acre site northeast of the center of Gresham. The Portland Railway, Light & Power Co., who gave this option were actuated by the highest motives, and made us an offer which was very attractive. They certainly are anxious to build up their lines and to advance the interests of Gresham. But since that time the settlement of the Dr. J. P. Powell estate, which was under way, has offered an opportunity to secure a site which, in the estimation of the board, is greatly superior to the one farther east. Negotiations were immediately opened, and Dr. J. N. Powell, of San Francisco, who inherited most of the particular piece of land on which the factory will be built, came to Portland some six weeks ago. It is largely through his wishes and efforts that the Motor Company has secured this advantageous site, and should the enterprise prove as valuable to Gresham as some of us hope and expect, the city will be under lasting obligations to Dr. Powell. Mrs. Nancy J. Salls, of Portland, a daughter of Dr. J. P. Powell, and Mrs. Minnie Clannahan, of Gresham, another daughter, have co-operated with their brother in bringing about this much to be desired result. Mrs. S. E. Wishard, of Portland, Mr. Ralph Miller, of Portland, and other friends have also shown a kindly interest in the enterprise, which no doubt contributed to the early settlement of the estate. There is one other—a Gresham citizen, without whose co-operation the factory apparently could not have been realized to Gresham, and that is Orville A. Eastman, president of the Commercial club, who has been steadfast and energetic in his efforts to land the Beaver factory. No other Gresham citizen has rendered such valuable service to this enterprise, and to him over all is due the credit of securing the factory to Gresham.

The site consists of nearly six acres lying immediately south of the Mt. Hood railroad, and to the north and west of the old Powell homestead. The property extends through from the Section Line road to the railroad directly north of the well-known jog at the foot of the hill. It runs along the Mt. Hood track east and west for about a quarter of a mile.

P. Chappell Browne, the well-known Portland architect, completed his plans for the building some time ago. The contract has now been let and the work of constructing the building is actually in progress. The people of Gresham will be interested to know how soon the factory will be completed, just when cars will be turned out, how many men will be employed, and many other things; all of which it would be mere speculation to attempt to answer at this time. The building will be rushed to completion at the earliest possible moment, and it is the expectation of the management that cars will be ready for the market sometime this coming spring; so that after all, the delay which has been trying to the officers of the company, will not be of very great importance, as cars will be on the market within a few weeks of the time originally set.

The number of men employed and the number of cars the company will be able to manufacture during its first year will depend very largely upon the amount of money secured from stockholders, and the promptness with which these obligations are met. It is the universal belief that general financial conditions are rapidly improving, and there is no reason why stock should not be paid for promptly. If it is paid according to agreements, the success of this enterprise will be very great. Every dollar paid into the company will be used to increase the output of the Gresham factory, and it is a certainty that we can sell every car we can possibly turn out.

No definite date has ever heretofore been set for the actual building of the factory in Gresham. It was to depend upon the amount of stock sold, not upon a time limit; still the officers of the company have felt that the people of Gresham were entitled to some consideration, and therefore have made no particular effort recently to collect subscriptions nor to secure the remaining pledges for the amount still to be raised. Money has, however, been coming in from other directions, steadily, and in this way the company has profited through the delay.

We are very confident that the people of Gresham are just as much interested in the factory and in its success now as they were six months ago, before it was decided to locate in Gresham and we feel that we have every reason to expect that the people of the city of Gresham will raise the \$25,000 which they pledged. To that end an active campaign should be started at once by the Commercial club, who have fathered the Gresham end of this enterprise. Any original pledges which have not been paid should be sent in at once, and the balance raised at the earliest date possible.

Let sometime this coming spring; so that after all, the delay which has been trying to the officers of the company, will not be of very great importance, as cars will be on the market within a few weeks of the time originally set.

The number of men employed and the number of cars the company will be able to manufacture during its first year will depend very largely upon the amount of money secured from stockholders, and the promptness with which these obligations are met. It is the universal belief that general financial conditions are rapidly improving, and there is no reason why stock should not be paid for promptly. If it is paid according to agreements, the success of this enterprise will be very great. Every dollar paid into the company will be used to increase the output of the Gresham factory, and it is a certainty that we can sell every car we can possibly turn out.

No definite date has ever heretofore been set for the actual building of the factory in Gresham. It was to depend upon the amount of stock sold, not upon a time limit; still the officers of the company have felt that the people of Gresham were entitled to some consideration, and therefore have made no particular effort recently to collect subscriptions nor to secure the remaining pledges for the amount still to be raised. Money has, however, been coming in from other directions, steadily, and in this way the company has profited through the delay.

We are very confident that the people of Gresham are just as much interested in the factory and in its success now as they were six months ago, before it was decided to locate in Gresham and we feel that we have every reason to expect that the people of the city of Gresham will raise the \$25,000 which they pledged. To that end an active campaign should be started at once by the Commercial club, who have fathered the Gresham end of this enterprise. Any original pledges which have not been paid should be sent in at once, and the balance raised at the earliest date possible.

The city of Gresham is very favorably located to become a manufacturing center. It is of course, only a question of time when the Mount Hood line will discharge its passengers in the center of Portland, and when that time comes express trains will undoubtedly make the run between Portland and Gresham in, say, fifteen minutes. Commutation tickets will be sold at much less than present rates, and Gresham will possess all the advantages of an outlying section of the city itself. Gresham is located on the Bull Run water main, has an abundance of electrical power, is only a couple of miles from deep water navigation, and is surrounded by one of the best farming districts in the world. There is no prettier spot to be found on the map.

Considered from an automobile manufacturing standpoint, Gresham has the additional charms of three boulevards direct to Portland, some of which it is said are to be hard-surfaced this year. It is in a direct line from Portland to the Automobile club, and is not too far from the center of the city. Indeed, the Ford factory is nearly as far from the center of Detroit as the Beaver factory will be from the center of Portland. With transportation facilities by rail equal to the city of Portland already assured, and with a good prospect of deep water to a point within easy reach of automobile trucks there is little to be desired from the transportation standpoint that will not be realized. Add to the foregoing a citizenship equal to any in the United States and the attractive advantages of this future great city are partly told. It behooves that citizenship to rise to its



P. A. COMBS,
President Beaver State Motor Co.

opportunities and start the wheels of progress forward by a great, steady, united hoist.

The year just closed has been a most wonderful year for the automobile industry. Every prediction which was made by the officers of the Beaver company eight months or a year ago have been verified by fact. It is recognized that financial conditions during 1913 were not the best, yet fully 25 per cent more cars were sold in 1913 than in any previous year, according to all available figures which we can get and according to the chairman of the Automobile Chamber of Commerce of Indianapolis, who adds:

"This business, unlike any other, looks to the manufacturer to make an absolute clean up at the end of the season. With any other great industry, it is never expected that the visible supply of stock will be entirely exhausted. For the last three years we have had on hand in this country, as best I can judge, between five and ten per cent of the seasons production. These cars have been slightly changed, and converted into the new models until this year. This season, with the almost universal shift from right to left hand side drive, it was impossible to change any stock cars with right hand drive which might be on hand at the end of the season. This naturally meant that these cars had to be disposed of before the new models could be brought out."

Yet, in spite of this fact, and in spite of its being an exceedingly dull year, very few 1913 cars were to be had at the end of the season at less than regular price, while the 1914 cars are going at a rate never before equalled. All this shows that the business is in an exceedingly healthy condition, that the automobile has come to stay, and that there is today no more legitimate or dependable business in this nation than the manufacture of pleasure cars and automobile trucks. It is doubtful if any other business is as profitable to investors as their manufacture. And the fact must not be overlooked that in so far as the manufacturer is concerned at least, it is a strictly cash business—a thing very few other industries can claim.

The Beaver State Motor Company is locating at Gresham with great faith in its enterprise, and in the community in which it is to labor. Many of its employees and some of its officials will undoubtedly become citizens of Gresham. They hope to be received in the same optimistic buoyant, and hopeful spirit which permeates throughout their organization. It is a recognized principle that in the affairs of life we take out in proportion to what we put in. The officers of this company propose to put everything into the enterprise of which they are capable. They expect it to be a success; in fact, the greatest success of any enterprise in the state. It will be of immeasurable value to the growth and development of Gresham, and every citizen should be willing to do all he can to enlarge its success, to build up his own city, and to increase his own material interests. The success of this enterprise and the future of Gresham are both assured if we all work together and pull good and hard.

FOUR OFFICES, ONE SALARY

All the officers of city marshal, water commissioner, street commissioner and poundmaster of Gresham were consolidated and conferred upon the same individual at a salary of \$60 a month by the common council at an adjourned meeting held on Tuesday evening. Mayor Shattuck recommended City Marshal James McKinney for the other positions and the council confirmed his nominations.

In the matter of street improvements the committee on Streets and Public Ways, to whom had been referred the subject of hard surface for the two principal streets and some of the others, there was no definite action taken. The committee was not prepared to make an exhaustive report except that it appeared to be the pleasure of the county court to assist to the extent of making a hard surface improvement 10 feet wide on the county roads running through Gresham from the Base Line to Powell street, and upon that street for a distance of about one-half mile.

The problem of how to make assessments for the city's share of improving full width is yet to be solved, as the county will assess for half a mile on each side and the city will still have other streets to improve within that distance.

The city has been allowing the library five dollars a month, but for the past eight months it had not paid the amounts due. A bill for \$40 was read and ordered paid to January 1, and it was intimated that the ordinance granting the allowance would be repealed, as the library is now a county institution and does not require city assistance.

M. C. King was appointed city attorney at a salary of \$100 a year, at the pleasure of the council.

DAMMEIER'S DAIRY QUITS BUSINESS

Reference to the want ad. of O. W. Tarr in this issue of the Outlook will confirm the statement that George H. Dammeier has discontinued his dairy business here and has sold his herd of registered Jerseys to Mr. Tarr.

Mr. Dammeier has concluded to discontinue his dairy on account of the extra cost of feed and other things which made the venture unprofitable without personal supervision, which he was unable to give it while engaged in other affairs. He is contemplating a trip to California next week, for a protracted stay and will not engage in the dairy business again.

Mr. Tarr, who bought the herd, has a dairy of his own just east of the city and has found that he has a few more animals than he cares to keep. Hence the offer to sell some of them, which include several head of the Dammeier stock. Mr. Tarr is conducting a certified milk route by auto delivery in Portland, and is making it pay by actual personal supervision and attention.

Failure to receive a cut of the site of the Beaver State Motor company's factory necessitates the use of the Beaver Six picture again in this issue. The site picture will appear next Tuesday.

What Happened to Mary.

Perhaps some who read this will remember that last spring the Gresham picture show started to run the series of pictures or rather the continued picture, "What happened to Mary?" While each picture or reel is a complete story in itself, each one has a plot connection, making one story in twelve parts. This is the only production of its kind ever produced.

Only two parts had been run when the management contracted for the Universal program, thus making it impossible to run the remainder of the story. Starting with Monday, January 19, license service will be used again and starting with part one of "What happened to Mary," one reel will be run on every Wednesday and Thursday following until the series has been shown.

Monday, the introduction of License service, "Alone in the Jungles," a Selig animal picture will be shown.

GOOD JERSEY MILK, bottled under sanitary conditions, delivered daily in Gresham. J. A. Davidson, Phone 327.

PUBLIC SALE

At my ranch, about 3 miles south of Sandy, near the Firwood Lumber Company's Sawmill
Saturday, Jan. 17, 11 a. m.

HORSES COWS HOGS

One team bay Horses 7 years old, weight about 2700. One registered (A J C C) cow three years old and fresh. Three other high-grade Jersey cows, two of them fresh, third freshens in February. One Jersey bull, two months old, eligible to registry. Three yearling grade Jersey heifers.

PURE BRED REGISTERED DUROC JERSEY HOGS.
Four bred sows. Three gilts, four months old. Herd boar, one year old.

FARM MACHINERY, ETC.
Terms Cash, in amounts not exceeding \$20. Six months given on approved notes bearing 8 per cent interest; 5 per cent discount for cash.

Free Lunch will be Served.

Jacob R. Cornog, Owner

R. I. ANDERSON, Auctioneer M. A. DEATON, Clerk