

PROPOSED LAW TOO DRASTIC

Some startling suspicions were published in T. R. Howitt's advertisement which appeared in the Outlook last Tuesday, when it was stated that the Portland city commissioners were about to pass an inspection law for the purpose of preventing the sale of dressed meat in Portland from anywhere in the country outside of the city.

Such a law, if adopted would mean more to the farmer than to anyone else, for it would be impossible to sell a dead hog or calf there. It would also be impossible to sell more in Gresham or any other town than would be needed for home consumption.

The farmers who have been selling their surplus hogs and veal to Mr. Howitt, here in Gresham, would not be able to sell him any more than could be eaten here, for it could not be taken to Portland unless taken there alive.

It has been Mr. Howitt's custom to take hogs and veal in any number. He has been taking the greater quantity to the city for other dealers to dispose of, but all that will have to be stopped.

Shipments of dressed hogs and calves have been received by the Front street commission houses from every direction. Farmers from the Lower Columbia, the Upper Columbia, Clackamas and Washington counties have been sending their surplus animals to Portland dealers where they have brought good prices.

But this method of selling their hogs and calves has been the means of displeasing the great packing companies and it is probably at their behest that the new ordinance is to be passed that will put a stop to anything of the kind hereafter.

The proposed law requires that all hogs and calves must be taken to Portland alive and be inspected before being killed. They must also be inspected again after being slaughtered. To have this done it would necessitate their being taken to the Union stock yards alive. Once there the packing company would get them at whatever price it decided to pay, and all the cost of inspecting would come from the producer.

Besides, there would be the cost of shipping and loss of time, which is a considerable item to the man who has only a few hogs or calves to sell each year.

Such a drastic law would be the means of raising the cost of meat to the city consumer and a corresponding loss to the farmer. It would destroy one of the sources of revenue now open to the dairyman or farmer who makes a profit out of his refuse milk or vegetables by raising a few hogs or calves for market.

Mr. Howitt and other country dealers would be prohibited from buying more than they could dispose of in their own communities. Here in Gresham the consumption is about half a dozen hogs, calves and sheep a week, with other meats extra. The Union Meat company has a monopoly on beef and is trying to get a strangle hold on everything else in the meat line, and it looks as if they are about to get it.

Strong protests are being made to prevent the passage of the law, but if it passes it will mean a long farewell to the profits on pork and veal and will raise the price of meats by diminishing the supply.

There seems to be only one remedy, and that is to establish small packing plants for curing pork and then shipping the products to any point where it can be sold. Such a plant could be established here but it would take money to do it.

PULFER MERCANTILE CO. NOW IN BUSINESS

The pending transfer of the grocery firm of Bragg & Duncan to the Pulfer Mercantile company, mentioned in the Outlook last Tuesday, was completed on Wednesday and the store is now in possession of the new proprietors. Harry J. Pulfer, for several years with Lewis Shattuck as head salesman and bookkeeper is in charge of the new firm and has taken hold of the business with the knowledge and experience gained here and elsewhere. His extensive acquaintance is a helping factor in the enterprise and he will enlarge the scope of the business as fast as circumstances require.

Have you selected those trees yet? February 28, is tree planting day in Gresham.

Daily and Sunday Oregonian and Twice-a-Week Outlook, special combination, 1 year, \$3.00.

FREE LECTURE MONDAY NIGHT

When the "City Beautiful Club" gets to work things have to move. The joint committee from the Commercial club and the Women's club has been making active arrangements for an inspiring talk at the Commercial club rooms next Monday evening to which all are invited with no charge for admission.

The tree-planting committee met last night and completed the arrangements which will bring Professor Howard Everts Weed here to give advanced ideas and information upon the subject of "A More Beautiful Gresham."

It is a grand subject and will be illustrated with about 100 stereoscopic views. It is a subject in which all good citizens are interested. Every town and city needs this lecture. It will help build up civic pride, create an interest in clean streets and more beautiful homes. New improvement associations get their start from this lecture and old ones are given new life. The pictures show what is being accomplished in various localities in making the conditions in which we live more enjoyable and earth a heaven here and now.

As the slides are thrown upon the screen, Mr. Weed skips rapidly from subject to subject, discussing railway gardening, public parks, children's playgrounds, modern park cemeteries, children's flower and vegetable gardens, the work of improvement associations, billboards, improvements to city and country homes, and in many cases showing the "before and after" effects. At the close of the lecture the local application of these subjects is mentioned, bringing out the particular needs of the locality in which the lecture is given.

NEW STATION ON MOUNT HOOD LINE

Lumber for a stairway down to the Mount Hood track at the crossing of Stanley avenue was delivered yesterday by the P. R. L. & P. and a crew of residents nearby will assemble there on Monday morning to build the steps.

The work will be done under the supervision of the company's foreman of construction. The distance down to the track from the bank above is about 40 feet and the stairway will be built in two flights of six steps with a landing half way.

Cars will stop there regularly as soon as the facilities are completed and it will be of great convenience to the people living in that vicinity who are obliged to go a greater distance for train service at present.

ROAD IMPROVEMENTS BY COMMISSIONERS

The Board of county commissioners has prepared and filed with the county clerk a list of qualified electors within each precinct in the county to serve as judges and clerks of election for a period of two years. A copy of the list has also been furnished the city of Portland.

J. B. Yeon, road master, reported to the board that half a mile of the Section Line road at the west end of the Ruhl farm will be macadamized in the near future. This improvement was petitioned for by W. B. Steele of Gresham, rural route 1.

Roadmaster Yeon, reporting on the petition of Thorvald Anderson and others of Gresham, rural route 2, advised the board that county road No. 766 will be graveled as soon as the weather settles.

The Section Line Water company has applied to the county commissioners for a franchise to lay and maintain for a period of twenty-five years, a six-inch water pipe along the Bull Run pipe line on the north side of the Section Line road from the city boundary line at East Eighty-second street to Buckley avenue. The district attorney has been requested to draft the franchise in such form as will safeguard the public interests. Oscar Wallin of Fairview petitioned the board to open a road between Rockwood road and Will Andrews' road, a distance of about one mile. The commissioners referred the matter to the roadmaster for investigation.

Maccabees Will Dance.

Rockwood Maccabee Tent is preparing for a dance with home music and supper at the lodge hall on Saturday evening, February 28. A small charge will be made to defray expenses. The members will provide the eatables free of cost to the tent.

NATIONAL AID IS SUGGESTED ON HIGHWAYS

PORTLAND, Feb. 19.—(Special)—In Multnomah county and Oregon we are engaged in agitating for the construction of permanent roads. Hard surface is being urged in Multnomah county. That it will pay, in the end needs no argument.

For these highways there is healthful agitation in Oregon. Heretofore we have wanted good roads if they cost nothing, or somebody else paid for them, but we have come to a time when we must take up the subject with a determination to arrive at a definite uniform course. In Oregon we must proceed along the lines of original investigation, supplemented by the experience of other states. There is a movement in Oregon to construct high-grade roads along the highways, connecting the farming districts with the market and business centers, and these roads are to be so built that they can be used throughout the entire year regardless of weather; but it is not enough that one or two roads of this character be built in each county, but if we arrive at effective results we must adopt a uniform system at the start and work along that line until we shall have developed a uniform system of macadamized roads that will be the pride of the whole state, which enable the farmer to bring his produce to the market centers at the least possible expense. We have the experience of eleven southern states and many of the middle states to show that this can be done by an equitable distribution of the burden of cost.

I assume that nobody will deny that such a system is an ideal one if it can be carried out, and I am sure it can be carried out. This system of roads is to be built primarily for the benefit of the farming communities, but incidentally such system will benefit the cities and the whole state. There are many who will not agree with me, but it seems to me that we cannot have a uniform system of good in this state without the burden being divided between the state and county. In New Jersey the state and county pay the cost of building permanent roads. In Pennsylvania part of the cost is paid by the state. State aid laws have been adopted in Massachusetts, Vermont, Connecticut, New York, Pennsylvania and other states, and in these states the statistics show a gain of over 50 per cent. in high-grade road work. In the states named and in New England states the state paid from one-third to three-fourths the cost of road construction. Statistics show that road construction has gone forward 33 1-3 per cent. faster and of a more permanent character than in states where the old methods of road districts and poll tax employed in this state were used. In Oregon in 1904 there were 34,258 miles of road, 2,234 miles were graveled and 209 were covered with crushed rock. However, we have made some gains since then, mainly in Multnomah county where the county prisoners are employed. I refer to the fact that in many of the states aid is now given to show the working of that system. I want to say also that road construction is a national as well as a state, county and district affair, and I cannot understand why interstate roads at least cannot be built by the national government. The United States has spent over \$440,000,000 in improving harbors, great rivers and a lot of creeks, a considerable portion of which might have been used in building great thoroughfares through the

states. Only indirectly does the farmer or the people of the West benefit from this enormous expenditure. Colonel Albert A. Pope, of Boston, said in a recent address, "I maintain that high among the duties of the general government should come the construction and maintenance of roads, and it is unfortunate that our own government has taken little advantage of its authority to even build postal roads."

General Nelson Miles said, "Our government has expended \$440,000,000 for improving harbors and waterways, and in my judgment it ought to improve the roads of the country."

J. B. Killebrew, of Nashville, Tennessee, declared, "The popular sentiment of this country for government aid in road construction is increasing every day."

United States Senator, A. C. Latimer, of South Carolina, said, "I hold that every farmer who lives in the backwoods is part of the government. We want every county in the United States organized to force the government to bear its share of the cost of road construction. Congress appropriates millions for harbors and waterways, which is all right, but the roads of this country ought to be looked after and I favor an annual appropriation of \$50,000,000 or \$100,000,000."

In the early days of this country the government did build roads and give away enough land to railroads to have gridironed the whole country with high grade wagon roads. Why does not general government spend some of its income in building roads? Perhaps I may be wrong, but it seems to me that the time is not far off when the people of this country will demand consideration of roads at the hands of the general government.

In the southern states convict labor is used to advantage in road construction, and there is no competition with free labor. Portable quarters are used to house the convicts and escapes are no more frequent than at the penitentiaries.

Statistical reports from eleven states, where convicts are employed on the roads, show that the cost per convict ranges from 15 cents to 50 cents, and the average cost for all these states is 35 cents per day, and it is also reported that convicts make fairly good workmen, receive training and experience which makes them good citizens after the expiration of their terms of service. The health of the convicts is maintained so that medical attention is practically nothing. In Multnomah county, we have an illustration of what may be done with the labor of county prisoners at Kelly Butte, in the miles of the best macadamized roads yet constructed in the Northwest.

I submit the following: Consideration of the general principle that the general government build interstate wagon roads, connecting all the states of the union with high-class roads, and linking the county road systems radiating from the market and business centers from \$50,000,000 to \$100,000,000.

Regulating the speed of automobiles driven over the county roads and making it a misdemeanor for an automobile driver to force a vehicle on the common highway, at the same time giving full recognition of the great value of automobiles to the present time.

Recognition of the efforts of all good roads movement and co-operation of the same in this state, where they promise results.

L. H. WELLS.

REAL ESTATE BOOM COMING TO GRESHAM

Some new real estate developments will open up within a few weeks, the details of which will be published when the information is released for publication. From the indications outlined in the information received there will be a small building boom in Gresham and a corresponding increase in the number of families here.

The opening of spring will bring with it a steady stream of investors and home seekers. This is an assured fact, as the plans are already under way to give Gresham a lift in that direction.

When the details are perfected the information will be given in full and they will be interesting.

PLUME OF SMOKE FROM MOUNT HOOD

Mount Hood has been sending a plume of smoke away northward from its summit ever since early this morning. Sometimes it would appear in a black sheet, seemingly stretching out for a mile, just like the smoke from a steamboat.

The oldest inhabitants of Oregon can remember the stories of a few of the earliest settlers who came here three quarters of a century ago, concerning a volcanic outburst which they saw. Several inches of lava dust were strewn over the country at that time.

Mount Hood is an extinct volcano but it sometimes shows signs of life again as it has been doing today.

GUN CLUB MAY CLOSE OPTION

There is a probability that the Portland Gun club will close its option on the Tegart property at Edgewood and establish its club house and shooting grounds there.

Portland has secured the Pacific gun contest for this year and must provide suitable grounds on which to hold it. The Pacific shoot is one of the biggest gun tournaments in the United States, the cash prizes amounting to \$15,000 with trophies and medals additional. Nearly 100,000 shells are dropped and the contest lasts nearly a week.

Of all the available sites for the tournament only two are being considered. The other is on the Middleton property, one mile west of Linne-mann, but it is not as convenient as that at Edgewood, where the Mount Hood road crosses the Base Line. There is an option on the Edgewood tract which will expire in a week or two, and it seems likely that the deal will be closed soon in order that the grounds may be made ready for the big shoot next summer.

The Gresham Gun club has been offered two acres on Charles Cleveland's farm, north of town for practice shoots. It has abandoned the fair grounds and will probably install its traps on the new site, in readiness for practice before long.

TRAIN CREW FAMILIES MAY LEAVE GRESHAM

It is reported that about five families will leave Gresham in consequence of several changes in the freight train service on the P. R. L. & P.

Only three trains a week are operated on the O. W. P. and Mount Hood lines owing to the lack of business, and several men have been laid off temporarily in consequence. Those who are not engaged are put on the waiting list, and in order to get employment when needed must be within easy reach. It is desirable that they live nearer headquarters, and the families here may all move to Portland.

It is expected that freight service on the two roads will be resumed within a few months to regular daily trips, but until that time there will be more men than are needed.

How to Kill Moles.

Knowing that a great many are being troubled with moles, we have found the following receipt which might prove successful.

The Scientific American Receipt Book says: Pour bisulphide down the entrance to the run at night and the orifice closed with a clod of earth will suffocate the animals. Bailey's encyclopedia of agriculture, Vol. 3 states: Moles can be poisoned by inserting in the runways, corn cut from the ear and poisoned with strichnine.

C. H. HALE, Librarian.

Airdale Dogs Champions.

The Outlook is in receipt of a photograph of J. W. Dixon, of Sandy, Oregon, and his little daughter Hazel Emily and their Airdale dogs. Mr. Dixon is holding two monster job-cats which he killed recently. Mr. Dixon says the Airdale dog can do anything that any other dog can do and then whip the other dog.

Wilbur Stanley, while working in the manual training room at the high school yesterday, plowed a chisel through the palm of his hand and ran it completely through the flesh between the thumb and finger. Six stitches were necessary to close the wound. Wilbur suffered a painful accident last November on the football ground, when a bone in the ankle was broken, which necessitated the use of crutches for several weeks.

Builders' Attention!

The Sandy Fir Lumber Company of Sandy, Oregon, is filling all lumber orders and invites your inquiries and orders. Martin Lennartz, manager. Phone 448.

Dressmaking.

Parlors next door to Gresham Real Estate company. Prices reasonable. Satisfaction guaranteed. Mrs. M. M. Squire.

An ad. in the local newspaper is a good investment that all merchants can afford to make.

NEW CONTRACT SUGGESTS IDEA

A renewal of the contract between Portland and Gresham, by which the latter city is to have Bull Run water for two years longer gives this place the same excellent water service for that period at a moderate cost.

The fact that a contract for Bull Run water can be made for only two years should be the incentive for Gresham to begin making preparations for a different source of supply. Very few are optimistic enough to believe that this city can go on indefinitely making contracts for water with the city of Portland, for there are reasons why the supply might fail.

It has been known for a long time that the old pipe line is rapidly deteriorating. It is full of perforations, many of which have had to be repaired to prevent a serious leakage, and in a few years the city of Portland will have to lay another pipe or get along with the supply afforded by the line constructed less than three years ago.

The Portland people recognize that the old pipe is swiftly passing, and Commissioner Daly is using that fact as an argument to have a complete meter system installed at a cost of nearly half a million dollars, and the early passing of the old pipe is one of the facts in the controversy which he is exploiting with telling effect.

Unless Gresham should become a part of Portland there is great danger of its being denied the use of Bull Run water before many years have passed. Should the old pipe line give out the single new line would scarcely supply Portland with water, even were there a meter system installed. Then it would be incumbent on Gresham to seek a new source of supply and it might be unable to do so except at great cost and inconvenient delays.

Now is the accepted time to "get busy." Two years from now it may be impossible to get another renewal of two years, but it is not likely that Portland would shut Gresham off on short notice.

The rapid growth of Portland will call for an increased use of water, and with the prospect of a vanishing pipe line it will have to economize or spend a few more millions to supply the demand. There is no assurance that it will do the latter if the meter system gives the results expected of it; but if Portland has to use economy in the dispensation of water to its own people it will certainly take the first whack at Gresham.

Successful Truck Service.

Grant & Hutton's Portland-Gresham motor truck service is proving a successful venture and is one of the greatest conveniences for the people of this place and vicinity. The service was begun as an experiment with one trip each day, but already the truck is making the full round trips, the early one being for the handling of milk which is delivered more speedily and with less handling than formerly.

The merchants of Gresham have taken kindly to the idea and are giving it considerable support. If the business continues to improve, and it certainly for awhile during the summer and fall it will be necessary to increase the service.

Melrose

Cecil Duke has been quite ill with the measles, but is much better now. Miss Henrietta Wiles is spending the week-end in Portland.

The program given last Saturday evening at the Cedar schoolhouse by the young people was pronounced a great success by the audience.

Howard Wood had the misfortune to cut his leg on a saw. Though painful it was not serious.

The many friend of Theodore Mercer are glad to welcome him back from Portland where he underwent a serious operation for appendicitis. T. Wiles and Mr. Segelman traded horses last week.

Congratulations are extended to Mr. and Mrs. John Burns upon the birth of an 8 1/2 pound son.

H. W. Cooley is intending to buy a 600-egg incubator.

Harold Wood has just recovered from a severe case of measles and the doctors fear pneumonia has set in.

If you want Roofing, Lime, Cement, Doors or Windows, Paints, Oils, Glass, Kalsomine, it will pay you to see Metzger Bros.