

TEN THOUSAND CHILDREN HERE

Ten thousand children from the Portland city schools are expected to be at the Gresham fair in one day next September.

President Lewis, of the fair association, has been preparing for the event and has enlisted the assistance of the school superintendent in having the children make exhibits for which cash prizes will be given.

Another \$250 was appropriated as premiums for exhibits by the Portland Floral society. Extra arrangements will have to be made to accommodate these two exhibits but plans are under way to provide an increased space.

President Lewis appointed all superintendents for the different divisions at yesterday's board meeting except two, that of Poultry and Domestic Science which will be filled later.

Grounds and pavilion, A. F. Miller; Agriculture, J. W. Townsend; horticulture, E. S. Jenne; floral, R. W. Gill; livestock, H. G. Mullenhoff; dairying, R. P. Rasmussen; art, Mrs. E. L. Thorpe; refreshments, F. H. Crane.

O. M. Plummer was elected to fill the vacancy on the board of directors by the failure of Frank McGugin to qualify.

It was decided that the restaurant and dancing pavilion concessions be retained by the board and be conducted by superintendents chosen by the directors.

There was some objection to the arrangement of the scoring points for grange exhibits and the points were fixed at 20 each for vegetables, fruits, grains and grasses, domestic science and household skill, and for neatness and arrangement in the displays.

The premiums on poultry are to be the same in the juvenile department as in the other poultry exhibits, and the list was extended so as to include turkeys, geese, ducks, pigeons and rabbits.

Friday and Saturday afternoons of fair week will be allowed the owners of livestock and other entered articles as salesdays. Prices for single stalls in the stock sheds were fixed at one dollar; box stalls at three dollars.

A letter from Frank Meredith, secretary of the state fair was read, asking the county fair association to make a display there next fall.

President Lewis recommended that the request be complied with, provided the money necessary for expenses could be secured, as the county has refused to make an appropriation for state fair exhibits and premium money cannot be used for that purpose.

An inspection of the fair grounds was made and President Lewis expressed himself in favor of several improvements. Some low places will probably be filled, a new poultry house will be built and most likely a new machinery floor.

The fair is going to be the biggest and best of all this year.

Try hot meat pies at Peck's Coffee house from 11 to 3. Take one home, 10 cents each.

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

FARMERS SHOW OPPOSITION

Hard surface pavement on the Base Line, or any of the roads leading from Portland into Eastern Multnomah this year, seems far away yet and there are indications that the work will not be done with the consent of the property owners.

With two of the board of county commissioners approaching the end of their present terms it is not likely that they will seek to antagonize any farmer voters, and with the primaries more than two months away, begins to look as if there will be nothing done without petitions which will not be forthcoming.

That there is a fully developed hostility to the hard surfacing plans of the county commissioners is a certainty. Too much so to leave any hope for petitions, and with a little organization the improvements can be defeated by remonstrance.

As told before, there would be small objection to any plan of taxation to hard surface all the roads leading out of Portland. There is plenty authority to increase the road tax levies and the roads could all be permanently improved in five years.

It is claimed by the farmers that the roads will benefit the city of Portland as much as they would the country, although it is recognized that the city pays the greatest burden of the taxes.

Our only return to this section is what road improvements are being made and a small appropriation for the county fair, both of which are as much for the benefit of the city as for the county.

Notwithstanding this array of pertinent facts the farmers are not generally opposed to road improvements of the most permanent kind, but they are opposed to having a district or two singled out at this time, the shutting property of which will have to bear the burden.

Another crew added to the former laborers was put to work this morning under the direction of a superintendent of the company and the steps were partially rebuilt and strengthened so that they will now conform to all requirements.

The stop has not been ordered yet but it will be when the stairway is approved. The name of the new station has not yet been announced.

SERIOUS RESULTS FROM HEN SCRATCH

Mrs. J. P. Freeman was the victim of a peculiar affliction on Saturday last at the foot of an infuriated hen.

Mrs. Freeman became exasperated at the hen for flying over the fence and undertook to clip its wings. While busy with the shears the hen was also busy with her feet and stuck a sharp claw into the middle finger of Mrs. Freeman's right hand.

In a short time her hand and arm began swelling, the pain reaching to her elbow. Dr. Hughes was called and had to lance the finger and apply poultices.

The swelling went down after 24 hours, leaving Mrs. Freeman a temporary cripple and invalid. It is thought that some impurities from the hen's claw was responsible for the serious effects that followed.

SHORT SERMON ON INITIATIVE AND ITS ABUSE

PORTLAND, March 1—(Special)

—W. H. H. Dufur, member of Woodlawn, stated here today that he would introduce a resolution at the coming session of Pomona grange, which will meet at Russellville, March 18, favoring the election of all state grange officers by a plebiscite of the members.

This is going some and yet it would seem the thing to do in view of some of the state elections in the past. It is even charged that there is a "ring" in the state grange which controls and dictates who shall and who shall not be elected.

Results at some of the recent state sessions seem to indicate that there is some truth in this charge. But above all things that a farmer's order should be free from any such taint, and to elect the state officers by a direct plebiscite of the members would be in harmony with the teachings and traditions of the order.

This is Mr. Dufur's contention. Besides as the grange is considered the father of the initiative and referendum, why not apply it to its elections. If there is any such thing as a ring a direct vote might unhorse those in control, and they ought to be unhorsed.

Just what reception this resolution will receive remains to be seen, but there will be some interesting things said at the ensuing meeting.

Pomona grange will consider the promotion of the initiative and referendum at the meeting of the Pomona grange. Mr. Dufur will be there to defend the resolution which urges the adoption of an amendment requiring 15 per cent to initiate a measure or double the number now required.

His idea is that with this provision it would be more difficult to initiate a crank measure, and that it would tend to relieve the long halts with which Oregon voters have been afflicted in the past few years.

I am not sure Mr. Dufur's remedy would prove effective, but that some remedy is needed there is no doubt. The way the matter now stands any crank or agitator can get a measure on the ballot if he can get petitions circulated. To double the number of signatures required would double the cost and make it difficult to get meritorious measures on the ballot as well as the vicious, and so there you are.

To prohibit paid circulators would be to impair the initiative. None of the remedies seem to meet the case. It is my judgment that the initiative and referendum should be purely protective measures, same as the laws are used in Switzerland, the real home of the initiative and referendum, and where neither is used often, and then only as protective measures.

Here in Oregon these laws have taken on the legislative function with the result that we have a hodge-podge of affairs—a legislature that convenes at Salem every two years and another legislature which is in session 24 hours of the day and 365 days a year. Already this last "legislature" is grinding out measures to be submitted at the next November election.

It is my judgment the initiative and referendum laws should be limited to certain things and that a certain number of measures can be submitted to the voters at an election.

Oh, well! What's the use. The world is so full of fools and cranks and agitators that most of them would blow up any way. So, I say to Brother Dufur, go to it.

And so Commissioners Daly and Bigelow heaved a \$500,000 chunk on the bending backs of the Portland taxpayers and home owners Thursday, by voting to install meters at all homes in Portland. Nobody objected; metering the large places, landlords and factories, but to stick a meter in every home is the limit. Think of the army of inspectors, meter readers and, oh, Lord! the plumbers! too, that will grow out of this proceeding.

The 50,000 meters that will be required will have to be renewed every ten years, according to reports from other cities. And there

is 25,000,000 gallons of water running through the sewers into the Willamette river.

For the love of Mike, tell me what meters are for, anyway.

If Commissioner Daly and Bigelow would only meter the high cost of city expense at the present time there would be some sense to that job. Put a meter on the automobile expense bill. Put a meter on the wholesale increase of city administration.

I wonder if meters are to be put on every man's coffee pot in the near future.

Taxes in Portland have increased nearly 100 per cent within seven years. Within the past 15 years taxes in the cities have increased 350 per cent and still more money is wanted. That is what's the matter. The meter has been placed on every taxpayer, not to reduce his burden, not on your tin-type, but to measure his capacity to pay the increased cost of administration.

Steve Carver is having the time of his life getting into Portland with his car line from Oregon City. The Portland Railway, Light and Power company is not weeping very much over Steve's difficulties.

Steve has tried several routes and has now selected a third. This time he wants to build his line along the east side of Reed college, at everybody's backdoor and chicken roost. Now, Steve may think he will get into Portland that way, but somebody will object if they discover his a referendum, of course. But this new line is really the best that has been selected.

Surveyors are at work running lines on this new route. If it proves feasible it may be selected. Steve says it seems strange a body can't build a street or an interurban car line into Portland without colliding with Uncle Referendum.

Every time somebody starts to build a track he sees the notice "Keep off the grass," which means, do not interfere with the present owners of Portland streets.

Rufus Holman has decided that he would run for county commissioner. I am mighty glad. I want a chance to vote for a man for that job. Rufus has shaken up the drybones in the court house since he has been there so that the dust has not yet settled.

Rufus didn't know much when he started in on that job, but he found out a few things. Then there was something doing. System has taken the place of confusion. Not satisfied with his own judgment Holman called in some of the very best men in the county and got their advice, and took that part which suited him.

I like to hear Rufus Holman talk. There is a ring of sincerity about what he says and how he says it. I don't know whether Rufus is a democrat or republican, prohibitionist, or "suffergetts," and don't care much—he is a man, every inch. Any man who will do as much as Rufus has done in a few months' time in reforming moribund conditions in this county will do to the top, anyway. Remember, I am not electioneering for Holman, but I do like the style of the man. He means business.

Citizens of Eastern Multnomah county may be interested to know that the Montavilla Board of Trade has appointed a special committee to urge the county commissioners to take immediate steps to extend Villa avenue from Rockwood to the Fairview-Gresham cross roads.

This last unit in Villa avenue will mark the completion of a great highway from Portland, a distance of 12 miles, between the Base Line and Sandy road, and open up to settlement a very fine district. The men who started this movement for this boulevard build better than they suspected. It has taken six years of agitation to reach the present stage.

The grade of Villa avenue is more uniform than of the other roads leading out of Portland.

L. H. WELLS.

AUTO FACTORY ALMOST READY

Gresham's automobile factory is rapidly nearing completion and will be in operation within a short time. The necessary machinery to be used in manufacturing the bodies of its cars, and in assembling the other parts made in the east upon designs in accord with Mr. Combs' patents, has arrived in Portland and will be installed as soon as possible.

Considerable base been said and written about the personnel of the company; and full information has been given the public concerning the progress of the company since its first effort to establish its factory in Gresham; but the following from "The Oregon Country," the official organ of the Portland Chamber of Commerce, is given herewith in addition to the many exclusive stories published in The Outlook from time to time:

Mr. P. A. Combs, president and general manager of the Beaver State Motor Co., is a native of Iowa. He came to Portland 15 years ago, a young man in the twenties, so that he has spent his entire business life coming to Portland here. Previous to his coming to Portland he was a mechanical engineer in the employ of the G. & J. Co., manufacturers of the well-known Rambler bicycles.

He came to Portland to look after the interests of the Rambler people here on the coast. He was one of the first to appreciate what the advent of the automobile to the larger machine meant soon after its introduction into Portland.

Mr. Combs was president and general manager of the firm of Archer Combs & Co. (now the Archer and Wiggins Co.) Sixth and Oak streets, Portland. Under his management the concern flourished and grew into a business of substantial proportions. He sold out over two years ago and immediately took steps to complete his design for the "Beaver" car. He went East, visiting the automobile show in New York City and many of the large automobile plants and specialty factories. During this extended trip under the advice of automobile experts and engineers the design of the present car was completed and the car itself made its appearance on the streets of Portland over a year ago.

The vice-president is Mr. A. H. Averill, president of the A. H. Averill Machinery Co. Mr. Averill has been a resident of Portland for more than 20 years and is a substantial business Oregon and the Pacific Northwest. During the past year he served as president of the Portland Chamber of Commerce with such distinction as to merit and receive a unanimous re-election at the hands of the Chamber.

The secretary and treasurer is Mr. Julius L. Bailey, formerly vice-president of Archer, Combs & Co., a young man of unquestioned ability, whose former experience fits him for his present position. The counsel for the company is Mr. G. A. Johnson, attorney at law, in the Chamber of Commerce building. In addition to the foregoing, on the board of directors are the names of W. H. McMonies, E. J. Jaeger and Charles Stout.

The factory superintendent will be Mr. E. T. Fitch. "Tom" is one of the best known and most highly respected automobile makers in the country. He comes to the Beaver plant with 12 years' experience with the Packard Motor Car company, of Detroit, during which he served in pertinent detail the Final Finishing Department. "Tom" entered the automobile game early and has the distinction of having been the first car across the American continent, under its own power. He is undoubtedly one of the most practical and best informed men in the country and his services will be of great value to the Beaver Co.

The final organization of the company is in the hands of Mr. Frank McCrillis, well known in Portland club substantial support, and its future is assured.

P. Chappell Browne is the architect in charge of the building, which is now being erected by James P. Taylor, a contractor of experience. This first building will be 60x200 feet, of reinforced concrete, with extra large windows for light, to cost \$25,000. It is being erected immediately west of the old Dr. J. P. Powell homestead, one of the well-known landmarks of the Powell Valley. The acres, is a part of the original donation land claim of the late Dr. Powell.

The company hopes to be able to manufacture 150 to 200 pleasure cars and trucks during its first year. It is expected that the first cars will be ready in May. It will confine its product at the start to a six cylinder pleasure car and a commercial truck, but later on, after the factory has reached larger proportions, it is expected that a small car at a low price will be manufactured.

Automobiles can unquestionably be manufactured in Portland as well as elsewhere. There will be a saving of over \$100 in freight, representing the difference between the cost of bringing such unfinished parts and materials as will be necessary. The "Beaver Six" was the first pleasure car in America to be equipped with the worm drive. At the time the worm could not be purchased in this

GRANGE AND EQUITY ACTIVE

Last Friday's Outlook made a sensation in grange circles when the editorial concerning meat inspection in Portland was read. The granges are getting busy. Two of them held meetings on Saturday, one at Orient and one at Pleasant Valley, and both of them took notice and went after the inspection ordinance in a vigorous manner.

Multnomah grange especially took the matter up in an extensive way and appointed a committee consisting of B. C. Altman, as chairman, with C. H. Johanson and C. M. Lake, who were instructed to confer with a selected member from each of the other granges and move in a body on the Portland city commissioners before next Friday.

The committee at once made a choice of the following as colleagues from the other nine granges: Columbia, R. P. Rasmussen; Rockwood, F. H. Crane; Pleasant Valley, H. W. Snashall; Fairview, J. W. Townsend; Evening Star, J. J. Johnson; Lents, A. F. Miller; Russellville, H. A. Lewis; Gresham, H. E. Davis; Woodlawn, J. H. Black.

A date for a conference with Mayor Albee and the four commissioners is being arranged for, to be held before Friday when the inspection ordinance comes up for final action.

Pleasant Valley grange passed a resolution expressing opposition to the inspection law. The matter was ably discussed and action was unanimous.

There is no doubt but all the granges would take the matter up if time were allowed. Rockwood grange will go on record tomorrow night in line with the sentiment of opposition to the ordinance.

The Farmers' Society of Equity were nearly caught napping on the same proposition but the Orient local passed resolutions on Friday, opposing the scheme of meat inspection as proposed and the state secretary was called upon to spread the opposition idea among the other locals.

It is believed that the attitude of the granges and equity societies will have some effect, and there is a feeling so that the ordinance will be amended so as to permit the sale of hogs and veal in Portland with the approval of a city inspector without the hardships proposed in the ordinance as it now stands.

PORTLAND GUN CLUB TAKES NEW OPTION

New plans seem to be forming for the acquisition of shooting grounds by the Portland Gun club. For some unknown reason, the option on 14 acres near Edgewood on the Tegtart farm was not closed and a new option was taken on another tract.

The club's officers took an option on G. B. Middleton's 20 acres lying north of Johnson creek about half way between Jenne and Sycamore stations. The option is for 30 days only, and is for \$6500. It will expire in about three weeks, but before that time comes around the bargain will probably be closed.

The property is suitably located, one corner of it just touching Camp mountain and will be easily accessible from the O. W. P. If the club establishes its shooting grounds a new station will probably be allowed. Access by automobiles can be had from the Powell Valley road.

It is said that the location at Edgewood has been abandoned because of the opposition of some who have bought adjoining property for expensive homes.

Our spring supply of Lawn Mowers will be in soon. Sterling & Kidder's

country and was imported from England. It is now coming into prominent use in this country. The "Beaver Co. also owns its clutch, which is fully covered by patents and effects a substantial saving.

The Beaver Co. will manufacture in its own plant the bodies of its cars, which of course includes painting, varnishing, upholstering and tops. The engine and other important parts will at the start be manufactured to its own design at the great specialty plants of the East, which is the custom followed by most of the best known automobile manufacturers.

The sale of cars on the Pacific coast is very large. Conservative estimates place the gross sale in excess of \$75,000,000 per year. To this must also be added the amount spent for parts. It is patent to anyone that the aggregate is enormous, and the establishment of a plant here to the coast is a very much to be desired movement. The company at present maintains offices in the Lumbermen building, which they expect to occupy until the opening of their Portland branch for the sale of cars.

Daily Oregonian, 1 yr. reg. \$4.00
Twice-a-Week Outlook, 1 yr. 1.50
Combination, 1 year, 5.50
Daily and Sunday Oregonian and Twice-a-Week Outlook, special combination, 1 year, \$5.00.

Attention, Attention!
Carload of Royal Field Fence to arrive about March 15. All sizes at very low prices. If you need fence or think you will, ask us. Metzger Bros.