

GRESHAM OUTLOOK TWICE A WEEK

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

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Advertising

Rates reasonable. Our representative will call.

Phone 701.

"The Linotype Way is the Way that Wins."

Official paper of the Town of Gresham, Oregon. Official paper of the Town of Fairview, Oregon.

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WE SHALL SEE.

A little over eight months ago the possibility of an automobile factory in Gresham was first presented to a meeting of citizens. All appeared enthusiastic at first and many pledged their assistance. When people were asked to aid the project by substantial stock subscriptions some lost their enthusiasm and began to say that the factory would never be built. Some conditioned their subscriptions on the building and operation of the factory and it is said such will soon have an opportunity to make good. It is believed the company has kept faith with the Gresham citizens and subscribers in every particular and has even gone farther than it could be expected to do under the conditions. Scores of times have business men and property owners said, why not try to locate a factory at Gresham? Again and again it has been put up to the Commercial club that if it could locate a factory here, with its resultant pay roll and added population, its efforts would be worth while.

Now this very thing is well along toward being realized on a scale and in connection with an enterprise and backed by substantial capital, that augurs well for its conduct and success on a scale hardly dreamed of as possible here.

It hardly seems possible that anyone, especially if unable to subscribe for stock in an enterprise that promises well for his home community, could feel called upon to throw one word of discouragement in its way. It would seem that anyone with the interests of his community at heart, even if doubtful, ought to say, "I hope to see it succeed."

To our mind any local opposition to an auto factory or anything similar enterprise can only be accounted for by one of two things, the sharp competition in the automobile business, or in real estate. But from whatever source it is shortsighted.

Will the automobile factory be a success? We shall see. In the meantime better believe and say we believe it will be.

SLUMP IN TOMBSTONES.

There seems to be a growing sentiment against tombstones in the ordinary sense that such articles of remembrance have been used so promiscuously up to the present time. Costly monuments and statues are growing more numerous, but the plain tombstone seems to be going into the discard.

The monument dealers are all complaining about the dull trade in their line, and the better condition in which cemeteries are being kept is making the tombstones unnecessary, although much money is being spent in other ways, such as cement walks, concrete walks, shrubbery and other evidences of remembrances and affection.

The tombstone men think their business is being injured by the automobile. Their view was expressed officially by a mournful meeting of monument makers in Battle Creek, Michigan, when pale speaker after pale speaker proclaimed that those who rode in automobiles cared not at all for tombstones. It used to be, before the automobile came on the scene, that a man's chief diversion, after paying the building and loan society for his house, was saving up money to buy works of lugubrious art for the cemetery. Now the automobilist neither has the money for such things nor old-time feeling for the dead that resulted in rivalry as to who would rear the costliest and largest monument in the cemetery.

Whatever the cause, the decline of tombstones is fairly on. Perhaps cremation of the dead was the first start, and as that idea grows the monument idea, except for the most expensive, will continue to decline.

A competitive examination will be held at Bull Run on April 11 for postmaster. The office paid \$548 last year and affords the incumbent plenty of time to enjoy the scenery.

MR. LAFFERTY ON FREE TOLLS

In a communication to his constituents here Congressman Lafferty defends his position in congress on the subject of free tolls through the Panama canal for American coasting vessels. Some of Mr. Lafferty's reasons are given, as follows:

"Owing to the great weight carried by the president's personal opinion in this matter, I deem it my duty to my constituents to call attention of members of the House to the fact that although the present chief executive is a great statesman and an honest and courageous patriot, he has nevertheless oftentimes in the past been mistaken in his judgments.

The president has only been progressive in his political views a few years. Formerly he was a conservative. He has changed his views in this regard and later he may change his views as to canal tolls.

The president now favors the initiative and referendum. Yet in one of his books he opposed the initiative and referendum, saying that a government "can no more make law through its voters than it can make law through its newspapers."

The president now favors organized labor. Yet in a speech to a graduating class at Princeton, June 13, 1909, less than five years ago, he opposed union labor.

This congress can not afford now to act hastily and repeal the clause of the law exempting our own coasting vessels from payment of tolls simply because it has been asked to do so by the president. The duties and responsibilities of the legislative branch of the government are just as great as those of the executive branch. These duties and responsibilities should be independently met.

If any legislation is to be passed on the subject at the present time, it would be far better to strike out all after the enacting clause of the bill reported by the majority of the committee and insert in lieu thereof a provision suspending the operation of the exemption clause of the present law for two years, in order to give the president time to submit the question to arbitration. There is no doubt in my mind but that the American contention would be sustained by any arbitration court.

Flatly to repeal the exemption clause of the law now would be a complete and unconditional surrender to the demands of Great Britain. It would foreclose our rights for all time to come. All nations would treat our action, in the circumstances, as a recognition of the claims of Great Britain. In fact, the president asks the repeal on the sole ground that the law is in "plain contravention" of the Hay-Pauncefote treaty.

To admit that any former congress passed an act in "plain contravention" of the treaty obligations of the United States is something which the circumstances of the present case do not warrant, and something which I hope will never be warranted by any act that shall ever pass the American congress. Such an admission would stultify the honor and integrity of the American nation in the eyes of the world.

The mere local question of exempting coasting vessels from the payment of tolls pales into insignificance as compared with the question as to whether we shall surrender the right of ourselves and our posterity to control our own affairs in the Western Hemisphere. Under the British construction we could not close the canal to an enemy in time of war. We could not ourselves remain longer than 24 hours within three marine miles of the canal in time of war, under penalty of being driven from our own property by the cannon fire of European men-of-war. Imagine America defending the Monroe doctrine and at the same time holding that by the Hay-Pauncefote treaty we intended to or did give to Europe any such power.

Yet that is exactly what we did, if the president is correct in his statement that in exempting our coasting vessels from the payment of tolls we acted in "plain contravention" of the Hay-Pauncefote treaty. I believe the president is mistaken. Owing to the far greater principle involved, I should now vote against the pending bill even if I were one of those who believe that as a local economic policy we should require our coasting vessels to pay tolls. For we can later provide for the payment of tolls by coasting vessels if this bill is defeated, but we can not so easily later exempt our coasting vessels from the payment of tolls, or even give them a preferential rate, if we now surrender to the demands of Great Britain.

Swat the—anything you feel like swatting.

WAXWELL AUTO DEALERS FEAST

An interesting dinner was given one evening last week in Portland at the Multnomah hotel. It was given by General Sales Manager C. F. Reddon and District Manager T. J. Toner to the Maxwell auto dealers in Portland and vicinity.

In commenting upon the subject of Maxwell automobiles Mr. Toner said:

"I have been trying for some time to impress our officials at Detroit with the importance of Portland as a distributing center, and last week succeeded in persuading Mr. Reddon to make a trip of inspection to the coast, which has, I believe, resulted in his becoming highly enthused over the tremendous possibilities existing here, and establishing ultimately an assembly plant in Portland or San Francisco to take care of the big coast demand.

After the banquet Mr. Reddon addressed the dealers and laid particular stress on the confidence in the future of Oregon, stating that it was the best-advertised community in the world, and that this would develop it into one of the most thickly populated sections of the country. "With such a splendid organization of enthusiastic and intelligent boosters, together with the climate and undeveloped opportunities, the only limits I can see are the mountains on one side and the Pacific on the other, because I believe that there are 5,000,000 people in the East who ultimately will live here when they once realize what you have to offer."

In commenting on the tremendous strides made by the Maxwell company Mr. Reddon said:

"We are frequently asked how we account for the insistent demand for Maxwell cars at a time when many manufacturers are compelled to store their cars in the yards. The answer is simply a question of arithmetic. Seventy per cent of the automobiles that will be sold this year will list for less than \$1000, and there is only one car made selling below that price, combining the advantages of low maintenance cost and good-looking lines, and that is, the Maxwell '25', which sells for \$750."

"Looking at it from any angle, it must be apparent that there are easily 100,000 prospective buyers in this country today for just such a car as our company is making. With such a demand in sight, our dealers are assured of good market and easy sale for the cars and we feel justified in building cars in quantities, using the best materials procurable and building them as well as we know how to build them, so that every car sold makes a host of friends. In other words, it is simply a case of good merchandising in giving more for the money than any competitor can afford to give, and the world is your market."

Yet how can we happen to beat our competitors in selecting a price field that affords the greatest possible demand without any competition. The answer is as simple as falling off a log—brains, experience, and the usual farsightedness of President Flinders in thinking faster than our competitors. He knew that the people wanted a good looking five-passenger car selling for about \$750 and that the only way to produce such a car was to manufacture it in enormous quantities, so he planned to line up the tremendous facilities of the Maxwell company in such a way as to build such a car in big quantities in order to sell it at that price. That his judgment is correct is indicated by the fact that we have made and sold more cars during the first 12 months of our existence than have ever been sold by a competing company during its first year, and the demand for our product is still increasing.

"The automobile industry has reached a point where the intelligent buyer considers not only the car but the organization, resources and facilities back of it. Believing that brains and experience on the part of the directing official are the greatest factors in the success of any company, whether it be building automobiles or operating railroads, we feel our optimism regarding the future of the company is justified, because we not only have tremendous facilities and resources, but a big, brainy, broad-gauge man in President Flinders, to direct our policies, and one who is a firm believer in the square deal to the dealer and liberal treatment to the ultimate buyer.

"With our big facilities, with our practically unlimited resources, with a big man to direct our energies and with no competition in our price class, which affords a greater market than any other manufacturer enjoys, surely the outlook for the company is most encouraging and our optimism has been exceeded only by the enthusiasm shown by those who have purchased our cars."

Mr. Reddon said his company was about to launch a big advertising campaign which, for size and aggressiveness, would establish a unique standard and that this appropriation would be confined almost entirely to the newspapers, as their experience has proved that for economy, efficiency and quick results the newspapers surpass every other medium.

Among those present at the dinner was Charles H. Latourel, local agent for Eastern Multnomah with headquarters at Gresham.

The Forty Year Test.

An article must have exceptional merit to survive for a period of forty years. Chamberlain's Cough Remedy was first offered to the public in 1872. From a small beginning it has grown in favor and popularity until it has attained a world wide reputation. You will find nothing better for a cough or cold. Try it and you will understand why it is a favorite after a period of more than forty years. It not only gives relief—it cures. For sale by Gresham Drug Co., and all Dealers.

WILSON T. HUME FOR Representative Republican Ticket, 18th Dist. (Paid Adv.)

Read the Want Ads.

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

Want Ads. are Profitable to Buyer and Seller

LIVESTOCK.

HORSES bought and sold at my place. S. F. Pitts. Phone 32x. \*8

PIGS for sale—Paul Stone, near Anderson Station. Phone 42x1. 8

FOR SALE—5-year-old cow. Fresh half Jersey and half Guernsey. Phone 15x2. D. Donovan, Troutdale.

FOR SALE—Horse, 7 years old. Well broke, single and double. Fast traveler. Price \$30.00. John Palmblad. Phone 38x1. tf

Horses for Sale. Seven head heavy work horses, weighing from 1300 to 1600 pounds. Ages from 3 to 9 years. H. E. Davis, Mountain View Farm. Phone 21. tf

FOR SALE—Four-year-old Jersey cow. Fresh in three or four weeks. Sired by registered Jersey bull. Price \$85. Address, J. C. Deaver, Corbett, Oregon. Phone 6101. tf

BEEF CATTLE, Stock cattle and fresh cows wanted. Andrew Bros., Pleasant Home. Phone 279.

FOR SALE—Colt, coming 3 this spring. Very gentle, well broke. About 1300 pounds. A. G. Horberg, 1 mile north of Boring. Phone 408.

DRIVING TEAM for sale. Andrew Bros., Pleasant Home. Phone 279. tf

POULTRY.

FOR SALE—Six "Old Trusty" brooders. On account of installing larger brooders, will sell at a bargain. H. W. Cooley, R. 1, Troutdale. Phone 434. tf

FOR SALE—Day old chicks and older. EGGS for hatching. Place your orders for 4 to 6-weeks-old pullets, White Leghorns. White Knoll Poultry Farm. H. W. Cooley, prop. Troutdale. Phone 434. tf

FOR SALE—Mammoth Bronze turkeys, two hens and one gobbler. Mrs. C. Powell, Phone 25x. \*7

Eggs for Setting. Seventy-five cents per setting or \$4.75 per 100. Cybers strain white Leghorns with record of over 200 eggs per year. All eggs tested for fertility before shipping. Alder Grove Poultry Farm. Mrs. George Rodgers, R. 2, Gresham. Phone 261. tf

FOR SALE or TRADE—Three dozen Indian Runner ducks. All laying. A. W. Cook, Gresham. \* tf

FOR SALE—Indian Runner duck EGGS, 50 cents a setting. Phone 61.

Daily Oregonian, 1 yr. reg. \$6.00

Twice-a-Week Outlook, 1 yr. 1.50

Combination, 1 year. 6.00

REAL ESTATE RENTALS

FARM for Rent, 30 acres. Inquire of or address Mrs. M. Goger, Sandy, Oregon.

FOR SALE—20 acres 3/4 mile from Cottrell station. Good school close by. Phone 35x1. tf

FOR RENT, Cheap—20 acres, suitable for grain. C. Shattuck. tf

Miscellaneous.

WANTED—Second hand cook stove. Phone 313. Jas. Lawrence, Gresham. 8

SEED POTATOES for sale—Pride of Multnomah. John Krantz, R. 4, Box 35, Gresham, 1/4 mile west of Anderson station. \*9

WANTED—Potatoes for hog feed. 25c a sack. T. R. Howitt, Gresham.

GOOD SEED OATS for sale. Both black and white. Chas. Powell, Phone 25x. \*7

FOR SALE—St. Regis Everbearing raspberries, a sure top crop berry. Good as the Cuthbert and earlier. Fall crop, August and September. Drozen plants 75 cents; \$4.00 per hundred; \$25 per thousand. Milton O. Nelson, Cherry Park, Troutdale. Phone 153.

FOR SALE, CHEAP—9 1/2 x 11 Willamette Donkey engine, in good condition. Albert Rodlun, Gresham. Phone 99. tf

Public Sale.

One roan horse, about 12 years old, at the Transfer Livery barn, Gresham, on Friday, April 3, 1914, at 2:30. To be sold for feed bill. LELAND & MICHEL, Gresham, March 20, 1914.

HAY for sale—Loose. Or will trade for calves. Phone 756. tf

GOOD DEAD WOOD for sale. Delivered in Gresham or Fairview. E. Lind. Phone 281. tf

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

Daily and Sunday Oregonian and Twice-a-Week Outlook, special combination, 1 year, \$8.00

Wanted

HOGS and VEAL HIGHEST PRICE PAID according to quality and size

Gresham Market Phone 41

Ten Electric Generating Plants

Widely scattered have been built by the Portland Railway, Light & Power Company for the purpose of providing

Reliable Electric Service

to its patrons. Through high tension transmission lines, each of these generating plants are inter-communicative, so that the service is insured against unforeseen interruptions.

WHERE LOCATED

Portland (2) Oregon City Silverton Cazadero Estacada Bull Run Boring St. Johns Salem

PORTLAND RAILWAY LIGHT & POWER CO.

Broadway and Alder Streets PHONES: Marshall 5100 Home A-6131

Farm Help IN A HURRY THE RIGHT KIND

Canadian Employment Co. B. F. LEACH, Mgr. 9 North Second St., Portland, Or. Phone or Wire at our Expense

PROFESSIONAL CARDS

INSURANCE JOHN BROWN INSURANCE Representing only RELIABLE INSURANCE COMPANIES Phone 513 Gresham, Oregon

DENTISTS W. J. OTT H. H. OTT OTT BROS. DENTISTS GRESHAM OREGON

James Elkington INSURANCE ACCIDENT SURETY BONDS FIRE AUTOMOBILE LIFE HEALTH PLATE GLASS Office in Bank of Gresham

PHYSICIANS J. E. CLANAHAN, D.M.D. DENTIST Office, 615-16-17 Medical Building, Portland, Oregon

CONTRACTORS ALFRED HAMMAR Plasterer and Cement Contractor. Estimates furnished free on request. All work Guaranteed Phone 6x1 Gresham P. O. Box 31

PHYSICIANS S. P. Bittner, M. D. Physician and Surgeon OFFICE HOURS 10 a. m. to 12 m., 1 p. m. to 3 p. m. 7 to 8 p. m. at Residence Phones: Office 115 Residence 118 Office Howitt Bldg., over P. O.

IF YOU WANT FIRST CLASS WORK SEE E. T. JONES & CO CONTRACTORS WE DESIGN BUILDINGS ETTSEL T. JONES FRANK C. JONES

PHONES: Residence, 111; Office, 112 H. H. HUGHES, M. D. Physician and Surgeon Hours: 10-12 a. m., 2-4 and 7-8 p. m. Office, Howitt Building GRESHAM OREGON

PHONES: Residence, Tabor 120; Office, Main 812; Home A 5152 J. M. SHORT, M. D. Physician and Surgeon Res., 93 East 60th St. Office, 1111-12 Selling Building PORTLAND, OREGON

List of Letters. Remaining letters uncalled for in this office for the week ending March 22, 1914.

Letters—H. P. Christenson, Wilbert Mulholland, Chas. Taylor, Peaslee Bros., Don Gilbert, Geo. Burns, Mrs. James McCord, Marjorie LaFrance.

Cards—J. P. Taylor, Love & Taylor. These letters will be sent to the dead letter office on April 5, 1914, if not delivered before. In calling for the above, please say "advertised," giving date of list. I. McCOLL, P. M.

Dandy line of Lawn Mowers at Sterling & Kidder's.

You will not come to want if you use the Want Ads.

Eyes tested and glasses fitted. Dr. Geo. Inglis.

Chronic Stomach Trouble Cured. There is nothing more discouraging than a chronic disorder of the stomach. Is it not surprising that many suffer for years with such an ailment when a permanent cure is within their reach and may be had for a trifle? "About one year ago," says P. H. Beck, of Wakelee, Mich., "I bought a package of Chamberlain's Tablets, and since using them I have felt perfectly well. I had previously used any number of different medicines, but none of them were of any lasting benefit." For sale by Gresham

Office Phone 46. Residence, 339 Geo. Inglis, M. D. PHYSICIAN and SURGEON All professional calls promptly attended. Special attention to diseases of the Eyes and fitting of glasses. Office Hours 9 to 12 a. m., 1:30 to 5. over First State Bank Gresham.

Dr. W. C. Belt PHYSICIAN AND SURGEON Office on Main Street, op. Library Phone 18 Gresham, Ore.

Paralysis, Rheumatism, Female and Nervous Diseases, Stomach, Liver and Kidney Diseases successfully treated. Chronic Diseases a specialty. Dr. J. A. Beemer Chiropractor, Naturopath and Masseuse Office over First State Bank GRESHAM, ORE. Office Hours from 2 to 8:30 p. m. Monday and Wednesday, Friday & Saturday, 9 a. m. to 8:30 p. m.

M. C. KING Attorney and Counselor at Law Practice in All Courts and All Lines PROBATE A SPECIALTY Resident Attorney and Modern Law Office. Motto—Our business acquaintance will pay mutually, and the better the acquaintance the better the pay. Phone 10 Gresham, Oregon