

TWICE A WEEK

GRESHAM OUTLOOK

TUESDAYS AND FRIDAYS

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GRESHAM, MULTNOMAH, COUNTY, OREGON TUESDAY, DECEMBER 1, 1914

\$1.50 PER YEAR

UNION HIGH FORMATION WILL RESULT

Table with 2 columns: District, For Ag'nt. Rows include Gresham, Terry, Lynch, Hillsview, Powell Valley, and Total.

By a vote of 216 in its favor, and with only 57 votes against, the Union high school election was carried at the election held in five districts on Saturday last.

A record vote for a union district was polled in Gresham district a total of 171 ballots having been cast of which only three were opposed to the formation of the proposed district.

The only district voting against it was Powell Valley where only four votes out of 34 were tallied in its favor. The total number both for and against is to be found in the table at the head of this column.

The next move will be the formation of the Board of Directors and organization of the district according to law. That part of the program will be under the direction of County Superintendent A. P. Armstrong in the Gresham schoolhouse sometime in February.

The law provides that the chairman of the five boards shall constitute the Union High school board until their successors shall be elected at the annual June meeting.

The regular tax-levy meeting was called in each of four of the districts and was held at the same time as the election. Gresham district voted two mills; Lynch district three mills. Hillsview one mill and Terry one-half mill. Powell Valley had previously voted a levy of four mills which was not changed.

The Union High school board will make plans for the new school which will be built on the four-acre tract on North Main street, and which will be turned over to the high school district.

It is quite likely that several other districts will be making an effort to break into the union. They are Victory, Lusted and Rockwood. The way is open for them and there would be no difficulty, as the union districts will hereafter vote as a unit on all such propositions.

The meeting held at 2:30 for the purpose of raising funds for the maintenance of the school was presided over by Charles Cleveland, chairman of the school board. He stated that \$1272 was needed to pay installment and interest on the Union High school site, and that about one mill of tax would cover those items; also that about one mill more would be needed for the maintenance of the grammar grades.

On motion a two-mill tax was levied which will yield about \$3000. Mr. Cleveland stated that no provision was being made for the maintenance of the proposed union school, as the union board would take care of that feature in the event of the election being favorable; otherwise it would not be needed and there would still be an opportunity to provide for the Gresham high school later on.

FREE METHODISTS HOLD QUARTERLY MEETING

The third quarterly meeting begins at the Free Methodist church Friday evening, December 4, continuing over Sunday. The district elder Rev. F. L. Burns of Forest Grove will be present and conduct the services. Preaching service Friday evening at 7:30. Services again Saturday 7:30 p. m., followed by a meeting of the official board immediately at the close of the preaching services.

Sunday services: Sunday school 9:45 a. m. Love Feast 10:45, followed by preaching and communion service. Preaching again in the evening at 7:30. A time of refreshing and spiritual uplift is expected. All are cordially invited to attend.

The commonwealth conference at Eugene, December 10-12 will promote the campaign to cut out \$500,000 on state expenses.

Portland Flouring Mills will erect a warehouse at Albany.

MAKE LIFE IN SUBURB ENJOYABLE

Portland, Nov. 28, 1914. Editor Gresham Outlook.—Believing you may not have seen the article in the Portland Evening Telegram quoting W. H. Paulhamus, president of the Puyallup & Sumner Fruit Growers' Association, on the benefits resulting from construction of permanently paved highways in Pierce county, Washington, and believing you will be interested in this matter in so far as it relates to your paper's readers, I am enclosing herewith a clipping of this article from the Telegram of November 25th.

I hope you are following the good roads articles in the Telegram as they contain much dependable information. Myself and other advocates for better roads which will greatly benefit your part of the county as well as the metropolis, are pleased to note the friendly attitude of your paper in the campaign for better roads for Multnomah county.

Mr. G. W. Stapleton informs me that the people of Gresham intend to have a fruit cannery and packing plant. This is good news and with paved roads from the farms to the plant the effect toward community prosperity will be wonderful.

Very truly yours, A. S. BENSON.

The above letter from A. S. Benson shows some of the interest being manifested in the prosperity of this part of the county by men who have only the public welfare in consideration. Mr. Benson's assistance in helping to bring about better conditions and increased prosperity is of the quality that brings results.

The article referred to as having been published in the Evening Telegram is a portion of an address delivered by W. H. Paulhamus, president of the Puyallup & Sumner Fruit Growers' association, while giving his opinion of what Multnomah county should do in the direction of a liberal policy for better county highways.

Mr. Paulhamus is also president of the Western Washington Fair association and a former member of the State Senate. He has packed and marketed berries from Salem, Newberg and Vancouver, and he knows the great area of rich volcanic ash land tributary to the Columbia River Highway, which is estimated at 22,000 acres east of the Sandy River and 8000 acres on the Portland side of the Sandy. His opinion is frequently sought by Oregon fruitgrowers and shippers.

Mr. Paulhamus said: "Until we obtained good roads I did not realize what they meant to our prosperity. The paved county roads leading out of Tacoma into the rural country have brought benefits so far beyond my expectations that I wonder why we waited so long for proper means of transportation over the public highways. By good roads I mean the best that can be constructed for permanency—hard-surfaced roads. The miles of paved county roads in Pierce county have revolutionized our farming methods, our industries and marketing facilities, and they make life in the suburbs of Tacoma worth living."

"The farmer has more use for good roads in the country than the city fellow has," continued Mr. Paulhamus. "I don't care what they assess me for good roads if the money is well spent. There are so many more fertile acres tributary to Portland than around Seattle and Tacoma that every effort should be made to develop your agricultural interests. This can best be done by providing paved highways into the country districts so the farmers can get their products to market at least expense. The marketing end of fruitgrowing and farming in general is the most important end, and here is where the apple-growers have fallen down. Nothing helps the farmer so much as to make his way to market easy. Get the fellow who is already on the land to prospering, and there will be no trouble to get new settlers on the vacant land. Better roads will do it."

In the district about seven miles long and two miles wide in the vicinity of Puyallup and Sumner, according to Mr. Paulhamus, about \$1,250,000 was realized the past season from berries, mostly blackberries and raspberries. During the picking and packing season \$251,865.06 was paid out for wages to about 12,000 persons. He declares the Puyallup & Sumner Fruit Growers' association plants constitute the largest manufacturing concern in the state of Washington. Fresh berries are shipped in refrigerator cars to markets as far East as the Atlantic Coast. Berries too ripe for shipment are canned and also made into syrup, finding a ready market everywhere. One hundred 50-gallon barrels of raspberry juice recently went to Rochester, N. Y. During the busy season the packing and cannery plants handled 100 tons of blackberries and 75 tons of raspberries daily, 12-hour days. Two hundred cars of fresh berries were sent outside the state and 50 cars of cans were required for filling. The initial capital was \$2300 and now \$250,000.

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BONDING AND TAXATION

While there is somewhat of a difference between bonds for raising money and a direct tax; and while there are many who oppose bonds on principle, there is really very little difference after all. It is a distinction without much difference yet that very little difference allows an objector to vote against bonds with a good conscience when he would also vote against an increase in taxes for any object, no matter how worthy.

The farmers of this county who opposed the hard surfacing of the Base Line road last summer were almost unanimous in saying that they would favor an increase of taxes extending over a period of several years, and let the work proceed. Now they will probably be called upon to make good though in a slightly different way.

Between bonds and direct taxes there is only this difference: Bonds will run for a period of years, say twenty, and will draw interest. Taxes would have to be paid at once and they would be higher for several years in succession until the amount needed is realized.

It is true that the bonds will have to be paid by a tax but the long period of their existence will admit of a sinking fund and the increased valuations will more than take care of the interest. The only danger lies in a decrease in property values, but everyone has faith in Eastern Multnomah property, and the hard surfaced roads we are to get will bring the desired increase.

The fact should not be overlooked that the city of Portland will have to pay 50 cents on every dollar, so why should the farmer object to putting up the other 10 cents for a good thing?

Multnomah county is free from all indebtedness except the interstate bridge bonds and the taxes will be lower in 1915 than for several years, so there is no valid reason why we should not vote another bond issue for good roads and settle the matter forever.

Too much money is being wasted on macadam and gravel that should be saved and put into something permanent. The crossroads will have to be taken care of in the old way until the trunk roads can be finished, but the day is coming when crushed rock and gravel will be at a discount in this part of the state. So why not push it along and get hard surface as soon as possible? In the words of the immortal poet, "The sooner, the quicker."

BAPTIST MEETINGS OF GREAT INTEREST

The revival meetings at the Bethel Baptist church are being continued this week with an increasing attendance and good interest. A cottage prayer meeting will be held each afternoon except Saturday and evening service will begin at 7:30. W. W. Alldridge, leader of the Alldridge Male quartet, will lead the singing and sing one or two special songs each night.

The cottage prayer meeting today was held at the home of Grandma Jones.

Last Sunday's meetings were well attended and many persons received a genuine spiritual uplift. Rev. Mr. Ware's preaching was direct and searching but full of winning tenderness. His subjects are timely and practical.

The singing of the Alldridge quartet at both services had telling effect and is considered a great help in the meetings. The Alldridge brothers, who compose the quartet, sang in several homes during the afternoon where were sick or aged persons, among them Grandma Jones', S. B. Johnson's, Thomas Ginder's and C. D. Stillion's.

The quartet will assist at next Sunday's services. Rev. A. J. Ware will preach next Sunday night on the subject, "Weighed in the Scales," and the quartet will sing "At a Feast of Belshazzar." This is spoken of as a sermon of great interest and it is hoped the church will again be crowded. One of the evangelists' subjects, on which he will probably speak during this week is "Dig."

RED CROSS WORK COMMITTEE TO MEET

Of late years many Sunday schools have adopted the plan of giving to the poor instead of having the usual gifts on the Sunday school Christmas tree. The possibility of the Sunday schools of Gresham adopting such a plan this year for the benefit of the Red Cross work in stricken Europe was discussed at the last meeting of the local W. C. T. U. and the following committee from the churches and organizations was appointed to discuss the matter: Mrs. C. E. Rusher, Mr. A. R. Lyman, Rev. Mr. Wire, Mrs. Theodore Brugger, Rev. F. H. Freund, Mrs. A. Hughes, Mrs. L. P. Manning, Mr. F. Arthur Anderson, J. Patenaude, Father Bruenagel, Mrs. Albert Dowsett, Roy Shoemaker, Mrs. E. Davidson, Rev. A. J. Ware, D. Cathey, Rev. Wm. Plumlee, Mrs. Gust Larson, Mrs. Chas. Cleveland, Mrs. G. F. Honey, Mrs. Maxwell Schneider, Mr. J. E. Stubbs, Mrs. Myrtle Meyers, Miss Esther Elford, Mrs. K. A. Miller, Mrs. H. L. Wostell. The committee will meet in the library Thursday afternoon at 3 o'clock. Every member of the committee is urged to be present as the time is short.

Ladies' Aid Bazaar. The Ladies' Aid of Troutdale will give a bazaar on Saturday evening next, opening at 5 o'clock with a chicken pie supper for which a charge of 15 and 25 cents will be made. There will be a program and the sale of many fine articles suitable for Christmas. Admission free.

CHURCH AT GILLIS TO BE DEDICATED

Rev. O. E. Sandness, who held meetings in a tent in Powell Valley last summer, and a few weeks ago undertook, in co-operation with the community at Gillis, to erect a church building at that place reports that he is succeeding with the enterprise. Two lots for a site, at Gillis station on the Mt. Hood electric line, were donated by the railway company. Funds are being solicited and already the building is well under way. It is hoped to have it completed for use within the next thirty days. The dedication will occur about Christmas time.

The community at Gillis is united in securing this place of worship and the solicitors have met with encouraging response in their soliciting outside of the locality. It is the purpose to dedicate the building free of debt.

The main edifice will be 22 feet by 36 feet, with an addition 16x18 feet. The building will be the property of the Seventh Day Adventist society and will be dedicated with the agreement that other evangelical denominations may hold services therein when not otherwise in use. J. Peterson is treasurer of the church fund.

A. HEINEY RETURNS TO BOYHOOD HOME

A. Heiney, son of Joseph Heiney, who passed his boyhood days on a farm two miles southwest of Gresham, but for the past eleven years has been a successful contractor and builder in Prince Rupert and Vancouver, B. C., has given up his contracting business to take over the management of his father's farm, with the intention of making it modern and up to date in every way. Quality and then quantity will be his standard. He expects to put just as much thought and energy into his farming as he did to make building and contracting a success. He admits that the plans and specifications which he has drawn and written to work by may not be ideal, but surely there must be in farming as well as building a plan to work by and a standard to work to.

Mr. Heiney feels very grateful toward all his old time friends for their kind and sincere welcome toward him in coming back to be their neighbor once again, and he will be always ready with willing hands to take hold and pull for the good of those that follow the most honorable and ancient business of farming.

THOROUGHBRED HORSES NEW LOCAL BUSINESS

C. M. Hall, the Gresham horse man, returned last week from an extended trip through the Willamette Valley where he visited stockmen with a view to purchasing blooded stock for his barns at Gresham. He has made several fine selections which have arrived. He returned to southern Oregon yesterday for other horses. Ed. Coniff, a well known horseman of this vicinity is foreman of the barns. As the market for good horses is steadily improving this is a local enterprise in which our citizens will be greatly interested.

STATEWIDE SANITATION FOR BAKERS

By L. H. WELLS.

PORTLAND, Nov. 30.—(Special)—H. H. Haynes delivered the address in the industrial series being given by the East Side Business Men's club yesterday at the club luncheon on "Sanitary Bread Making in Portland," in which he said that 60 per cent of the bread used in Portland is made in the bakeries, for retail and for wholesale purposes located on the East Side. Mr. Haynes explained the extent and scope of the business and the efforts made to maintain sanitation in making bread for the more than 150,000 people using baker's bread in Portland. Mr. Haynes said that in Seattle only 38 per cent of the people use baker's bread.

Mr. Haynes explained that the Bakery's association of Portland, appreciating the importance of maintaining the best sanitation possible, was having prepared a bill to be presented to the coming legislature requiring all bakers and all persons employed in and about the bakeries to have certificates of health. The association, said Mr. Haynes, believes that such a measure is highly important in view of the large per cent of baker's bread in Portland and elsewhere. It will be a state wide measure and will affect all portions of the state.

Rev. Thomas M. Ramsdell, pioneer of 1844 and sole survivor of Oregon's first military organization, the Oregon rangers, died yesterday morning at the home of his daughter, Mrs. Anna Anderson, 266 East Twenty-fourth street, at the age of 93 years, death being due to old age and a stroke of paralysis sustained last September. He was born in Rutland, Vermont, October 17, 1821, and was educated in New York. In 1843 he joined an ox team train of 150 wagons, which left St. Joe, Missouri, coming to The Dalles. Young Ramsdell with two others, drove the oxen overland down the Columbia river, while the balance of the company came by water to Vancouver. Rev. Ramsdell first settled on French Prairie and then moved to the Salem Mission, where he joined the Oregon Rangers, and was in the battle with the Indians six miles from Salem. Catching the gold fever he went to California in 1849, but returned to the Willamette Valley in 1850. He became boss carpenter of the Oregon Steam Navigation company in 1866, remaining in that capacity for some time, when engaged in preaching in different sections of the state of Oregon. He was married to Miss Lorella Colwell July 28, 1847, and to them were born twelve children, of whom the following survive: Mrs. Mary E. Dickson, Mrs. Anna Anderson, John P. Ramsdell, Portland, Ore.; Mrs. A. C. Michael, Newport, Ore.; Thomas Ramsdell, Salem; David Ramsdell, Elk City, Ore. He was a member of Multnomah Camp, Indian War Veterans. The funeral will be held Tuesday at 11 a. m. from Centenary Methodist church. Six grandsons will be the pall bearers.

Relief of families in need in the Brooklyn district was the principal business transacted at the meeting of the Brooklyn Mothers-Teachers' club Wednesday afternoon. A subscription was taken up to purchase a load of wood for one family out of fuel and donations of food and clothes were made for other families. Mrs. Fred C. Forbes, who presided, appointed chairmen of the following committees: Philanthropics Mrs. T. L. Luke; civics, Mrs. Charles E. Mathoit; visiting committee, Mrs. F. C. Pall. Also Mrs. Forbes appointed a special committee to sell Red Cross seals in the stores of Portland on December 19. After the business the club listened to an address by Rev. Perry J. Green, of the Temple of New Thought, on "Appreciation," in which he commended the work the club is now doing. Miss Ethel Luke rendered a solo. A social time followed. The entire organization decided to make the membership a committee of the whole to relieve cases of need in the community and to supplement the work of the philanthropic committee.

In Central East Portland the improvement of the East Salmon street district has been completed and the assessment made, which amounts to

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WHICH ROAD TO IMPROVE IS OBJECT

Call for Meeting

A proposition to issue bonds for the purpose of raising funds with which to hard surface certain main roads leading out of Portland in Multnomah county, is now being considered by the proper authorities, and in all probability an election will be called for an early date to give the voters an opportunity to authorize this bond issue. In case such an election is called, they will designate in the notice which roads are to be improved, and either the Section Line or Powell Valley road will be included in this call. It is therefore up to the people of this city and vicinity to give due expression of their preference between these two roads as both could not be thus improved at this time.

I therefore call a meeting of those interested to be held on Friday evening, December 4, 1914, at eight o'clock at the Commercial Club Hall for the purpose of considering this matter. Let us have a good attendance.

O. A. EASTMAN, Pres. Commercial Club, Gresham, Dec. 1, 1914.

President Eastman will issue a call for a meeting of the public at the hall of the Gresham Commercial club, to be held next Friday evening. Resolutions will be passed favoring the road decided upon for the hard surface improvements through Gresham, to be presented to the county commissioners.

One of the roads through this place will be designated and will be stipulated in the call for the election. George W. Stapleton will explain the proposition thoroughly, leaving the matter of selecting the most desirable road for the improvement to the vote of those present.

Raising a million dollars for hard surfacing the roads of Multnomah county, by a bond issue, is to be done unless the plans of the county commissioners and a hundred of the wealthiest men of Portland go awry. The idea was announced in the Outlook last week and it is taking more definite form right along.

The program is to take a vote on a bond issue of \$1,000,000 and if it carries to begin spending the money systematically over the county, giving each side of the Willamette a share of the improvements. As the greatest territory and the largest roads lie eastward there is to be vast improvements throughout this section, the main idea being to connect the city of Portland with the Columbia River Highway and extend the hard surface to the county line.

It is the intention to make the Sandy road the connecting link, beginning at the Sandy boulevard near Rose City Park, going through Troutdale and across the Sandy river on the county bridge at that place. From that point a new road is to be built along the eastern bank of the Sandy to the upper bridge connecting with the Base Line road at that point. The entire distance will then be hard surfaced to the Hood River county line.

But yet another road is to receive attention, and the authorities are waiting for an expression from the people of Gresham and vicinity before making a definite announcement of their plans. It was put up to the people here to designate their choice between the Section Line and Powell Valley roads. That will be done.

ANOTHER AUTO PASSENGER CAR

Roberts & Rau, proprietors of the passenger automobile running between Gresham and Portland, are so well satisfied with the business being done that they are negotiating for another car. Mr. Roberts states that it will be superior to the one now in use. One of them will travel exclusively on the Base Line; the other probably on the Powell Valley road.

Poultry Wanted.

We want 10 dozen or more ducks and chickens each week. Metzger Bros. "Me for the home town every time." Have you got the habit? Invest in a Want Ad.