

DAM TO BE BUILT ACROSS BULL RUN TO INCREASE FLOW

Mayor Albee and the four city commissioners of Portland passed through Gresham on Monday on their way to the headworks of the Bull Run water system. They made a thorough examination of the intake and the buildings, but the object of their visit was to provide for an increased flow of water during the dry months and to so increase the supply that Portland may have enough in storage to last fifteen days.

This object will be accomplished by means of a reinforced concrete dam 30 feet high and approximately 300 feet long across the Bull Run canyon directly above the present headworks. The cost will be something over \$100,000.

Work will be started on it in the near future, as the detailed plans for the construction of the dam already have been completed by Engineer D. D. Clarke, of the Water Bureau, and his assistants.

At present there is no dam across the Bull Run, the water being diverted into the pipe lines through a concrete flume running into the center of the stream. When the water becomes low in the stream the flow which can be diverted into the conduits is much less than their capacity. Through the construction of the dam the flow into the conduits can be increased several millions of gallons daily and easily regulated. The dam will back the water up the narrow canyon above the headworks approximately 2500 feet.

In addition to the dam, a new gate-house, intake and screens will be constructed, a small electric dynamo installed so as to give constant light around the headworks and to the cottages of the employees, and many other improvements made in the city's reservation.

During the past year a large number of improvements were made, including the construction of a large office building and headquarters for employees, three cottages for gatekeepers and barns and the construction of a plank roadway from Bull Run station to the headworks, a distance of over five miles. All these improvements cost approximately \$20,000. Heretofore the families of the gatekeepers and pipe walkers lived in shacks built many years ago, and the office and headquarters were in an old log cabin erected at the time the Bull Run water system was taken over by Portland, more than 20 years ago.

The plank roadway was constructed so that supplies may be taken to the headworks from the terminus of the Mount Hood branch of the Portland Railway, Light & Power company. Over this road material for the construction of the dam will be trucked to the headworks. Heretofore the old road for the greater part of the year, was impassable and in case of emergency it would be impossible to rush supplies to the headworks. With the construction of the plank roadway the trip from the end of the railway to the headworks can be made in auto trucks in less than 30 minutes.

PROPERTY SECURED BY THE VOLUNTEERS FOR THEIR NEW HOME

By L. H. WELLS
PORTLAND, Feb. 25.—Special.—The Volunteers of America have secured title to the property at the northeast corner of East Seventh and East Ash streets, including a lot and two dwellings, from Captain L. P. Hosford, the consideration being \$10,500. Sale was made more than a year ago, but there was delay in clearing up the title, which was finally accomplished and the deed placed on record by J. J. Oder for the Volunteers of America. This gives the Volunteers a fine property. They owned the inside lot, occupied by the Girls' Boarding House, which was purchased several years ago for \$8000 and the residence was then dedicated to ex-Mayor Joseph Simon as a boarding house, a home for young women where they would have christian surroundings. Since then the residence has been enlarged. It was due to the efforts of Major Jessie M. Stark and her assistant, Adjutant Nellie Stark, that this property has been secured. Major Stark started the campaign to secure the home place of Captain L. P. Hosford directly on the corner of East 7th and East Ash street about two years ago. C. X. Larrabee, of the Oregon Real Estate company, gave \$5000 toward the purchase price on condition that the balance be secured, and this condition was complied with. The Volunteers have thus a full quarter block, and in the course of time will erect a modern building, which will be the boarding house and home for young women in Portland. A nominal sum is charged the young women for expenses, and they have all the benefits of a home with its comforts and moral surroundings. A larger structure is needed for this purpose and for this the additional lot was purchased. The Hosford home occupies the corner lot and a six-room cottage stands in the rear, the latter being used for a day nursery. The Volunteers of America conduct an industrial home on West Pine street and Union avenue and a mission on the West side.

By Bacon's orchestra and by the Washington Commandery Male quartet. Miss Roxana Wommendorf rendered a violin solo. A social reunion followed the program. The hall was attractively decorated with the national colors, and the cross emblem of the Commandery, and a star illuminated by electricity representing the Order of Eastern Star, were a blaze of light at the platform.

Rev. Herbert E. Jones, who has been pastor of the Christian church at Monmouth, Oregon, has accepted a call to the pastorate of the Christian church, of St. Johns, and will enter on his work there May 1. Rev. Jones has had fifteen years active work in the ministry, about half that time having been spent in active evangelistic work. For four years he worked in Seattle, Washington, under the Christian Women's Board of Missions, where one mission church was developed. Rev. Mr. Jones worked in Portland under the direction of the American Christian Missionary society and the city board of Christian churches as city evangelist, and went to Monmouth from Portland, where a new church has been completed and dedicated free of debt and a large number of new members secured. A public library and reading room were installed as part of the work of the Monmouth church.

"If we had the money to defray the expenses of placing families on vacant lots the problem of making them self-supporting would be solved," said Mrs. Josephine A. Sharp, president of the Alberta Women's Improvement club yesterday. She explained that tents are needed, but lumber must be had for floors to the tents and water must be conducted to the tents in pipes, all of which means expense, and to get this money is the problem to be solved.

"We know of families ready to move on vacant lots as soon as they have tents and the tents are floored and water is conveyed to these lots," continued Mrs. Sharp. "People might raise the money in groups at small individual expense and put families in their neighborhood on these vacant lots. Churches and lodges could do this thing, and the problem would be solved by a large number of families, who are without money to pay rent. I would suggest that this be done. The money could be raised by the churches and lodges or neighborhood groups of people, and we would see that needy families are placed on the vacant lots at once. Tents may be had now and paid for later. Prompt action should be taken as some families we know of are in dire need and cannot pay their rent."

Mrs. Sharp mentions two families out of several who have taken advantage of the vacant lot movement. One man secured four lots and another man will cultivate six lots, and become self-supporting.

ROAD CONFERENCE HELD AT CORVALLIS VERY GRATIFYING

CORVALLIS, Feb. 25.—One of the most instructive and enthusiastic meetings held during Farmers' Week at the Oregon Agricultural College was that of the county judges' and road supervisors' conference. The attendance from Lane, Linn, Benton and other valley counties was very gratifying indeed and the interest was all that could be desired. The program prepared in cooperation with an advisory committee of county judges, was of a decidedly practical nature. Practical, live, every-day topics were presented by men of experience. The discussions were instructive, interesting and held the attention of all.

The first day's program with an address of welcome by Professor Hetzel, director of the Extension division of O. A. C. He was followed by Professor Skelton who spoke upon the proper alignment, grades and drainage of roads. He urged the necessity of a definite plan of road improvement. Roads should be classified in the order of their relative importance, with due regard to the probable future requirements. Grades should be established, and all construction work carried on in conformity with a definite plan. In this way an ever-increasing per cent of the annual expenditures will represent permanent investment. The wasteful practice of destroying all that has been done before must cease if we are to advance. A large per cent of expenditures on roads in the past have been in tearing up and rebuilding what has been improperly done. Frequently little progress results. Professor Skelton stated that money spent reducing excessive grades, improving locations, eliminating needless distance, grading and draining, and building permanent small bridges and culverts represent the most permanent road investment that can be made. Gravel or broken stone properly applied makes a good foundation for higher priced roads, and in that sense may be regarded as a permanent investment.

Mr. Robert Kyle, one of Benton county's most efficient and capable road supervisors, discussed methods of repairing gravel roads. Mr. Kyle is a believer in the proverbial "stitch in time". He stated that repairs should be made at the first indications of need. As a matter of both economy and efficiency he recommended the use of no more material than necessary. Professor G. W. Peavy explained the method of applying preservatives to bridge timbers, and discussed costs and conditions under which treatment is profitable.

One of the most instructive features of the conference was a visit to the road testing laboratory during the late afternoon of Monday. Professor Graf and his assistants were on hand to give all desired information. Tests were being made at the time of the visit so that it was possible to see every step of the process and to have the tests explained.

A round table conference on live road subjects was held Monday evening from 7:30 to 10:00 in the rooms of the civil engineering department. Though not on the regular program, this feature proved

one of the best and most instructive of the conference. Some of the subjects considered were, road bills before the present legislature, the bills being read and freely discussed; drainage and drainage methods, and timber and timber preservation.

Tuesday's session was opened by a capable address by Judge Thompson of Lane county on our road laws and their administration. Judge Thompson stated there was little excuse for failure to get results under the present laws as the courts and road officials are clothed with ample authority.

C. R. Beardsley, city engineer of Corvallis, followed and gave a very instructive talk on the construction and maintenance of broken stone roads. Mr. Beardsley's talk indicated deep study and mastery of the subject. If some of the suggestions made by him are followed, we will soon note a marked improvement in our stone roads.

Professor Skelton, in a discussion of gravel roads, took the position that in the Willamette Valley, with its plentiful supply of gravel, this material should be used very freely on all of the less important roads. He advocated using a greater depth of gravel than is the common practice, and also stated that a wider road than that usually built would prove more economical.

Judge McKnight, of Linn county, made a very able address on the possibility of volunteer work in the construction and maintenance of county roads. Judge McKnight has had valuable experience and has been most successful in obtaining results with volunteer work.

Professor Graf, head of the Experimental Engineering Department, gave a very lucid talk on the selection of sand and gravel for concrete. He gave it as his opinion that more failures are due to the use of poor sand and gravel and to improper proportions of coarse and fine material than to inferior cement. Field methods of proportioning were explained and discussed and the economy of a properly graded mixture was shown. Reference was made also to the special qualities required of a rock to be used for concrete wearing surfaces.

Professor R. E. Edgcomb followed Professor Graf in a talk on the practical use of concrete and reinforced concrete in drainage structures, and gave in a practical way the conditions under which concrete should be used in drains, culverts, and short span bridges. He stated that while concrete for such construction is usually more expensive in first cost, it is more economical in the long run on account of its durability and lasting qualities. He discussed also the general methods of construction with reference to forms and placing of reinforcing steel.

Make a Guess.

Every person who sends in the correct solution to the puzzle in our window will receive a 40-cent can of Vernical floor and Varnish stain free. You need not buy anything in order to enter the contest. It is free for everybody, so get busy whether you are a customer of ours or not. Contest closes February 28. Mail or bring your solution to our store before that date. Metzger Bros.—Adv.

NO PENALTY FOR SECOND HALF TAXES

Notice has been sent to all county treasurers by the state tax commission that under the new law passed at the recent session of the legislature penalties or interest will not be collectible on second-half taxes in case the first half is paid before April 1 this year. Taxes this year will be collected under the old law with this important change, the bill providing for two distinct periods of payments, also passed at the recent session, not applying until 1916. Beginning next year, the sheriffs will be tax collectors, a law passed at the recent session transferring the duty to them.

If one-half of the taxes on any property for the year 1914 shall have been paid before the first day of April, 1915, the second half of such taxes may be paid at any time before the first day of October, 1915, without any penalty or interest of any kind or amount."

This act has been signed by the Governor and will become a law on May 22, 1915. In substance, it amends section 3682 of Lord's Oregon Laws (amended by section 20 of chapter 184, Laws of 1913) so that all penalties on the second half of taxes, where the first half is paid before April 1, 1915, will be cancelled on May 22, 1915, and will not thereafter be collectible.

Taxpayers who pay one-half of the taxes charged against their property before April 1, 1915, may pay the second half any time from May 22 to September 30, 1915, both dates inclusive without penalty or interest on said second half. Where one-half is paid before April 1, 1915, the second half will not become delinquent until October 1, 1915.

Taxpayers who do not pay at least one-half of the taxes charged against their property before April 1, 1915, will be subject to a penalty of 1 per cent for each calendar month or fraction thereof on the entire amount unpaid, until September 1, 1915. Where one-half is not paid before April 1, 1915, the amount unpaid will become delinquent on September 1, 1915.

By the enactment of House bill No. 471, the recent legislative assembly provided for certain changes in the manner of tax payments, to become effective in 1916. This act has nothing whatever to do with tax payments in the present year.

We have a new lot of improved G. E. Electric Irons. \$3.50 irons, now \$2.75 at Sterling & Kidder's.

A full column of want ads in this issue indicates the value of the Outlook as an advertising medium.

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

RUDOLPH KASER WEDS MISS SUSIE STANLEY

Rudolph Kaser and Miss Susie Stanley were married at the bride's home on the Base Line road Wednesday evening, Rev. Mr. Self, a Presbyterian minister of Montavilla performing the ceremony.

The happy couple left for Portland after the wedding dinner, and will after a brief honeymoon tour return to their new home on the Base Line near the 13-mile post which is ready for their reception.

Those who attended the wedding as invited guests were the parents of the bride and groom with their families, George Pullen and wife, Will Booth and wife, Reuben Kaser and wife, Larry Hollywood and wife, and Grandpa Landon.

DEATH CLAIMS ALICE M. MILLER

Alice M. Miller, daughter of Mr. and Mrs. A. F. Miller of Sellwood and sister of Karl A. Miller of the Bank of Gresham, died at the family home this morning. Miss Miller had been an invalid for 18 years. Hers was a beautiful christian character. She bore the suffering and loneliness of a shut-in with patience and cheerfulness. Miss Miller was about 42 years of age. She had lived all her life in the house in which she died.

The funeral services will be held Saturday at 2:30 from Kenworthy chapel, 13th and Bidwell streets.

Interest in Meeting Increasing.

The attendance and interest in the revival meetings at the Free Methodist church are increasing. Evangelist Coburn will preach again on the Sabbath. The subject at 11 a. m. will be "The Secret of Power." At 2:30 p. m. a pentecostal service and at 7:30 p. m. "The Gospel Invitation." The meetings will probably terminate Wednesday night.

No services will be held Saturday evening or Monday afternoon, but they will be on Monday evening, Tuesday and Wednesday afternoon and evening. All are cordially invited to attend.

"EXPLOITS OF ELAINE" FREE AT OPERA HOUSE

"There will be a free show at Regner's opera house next Saturday evening, in which the "Exploits of Elaine" will have its introduction. It will continue for several weeks as a serial and is brim full of thrilling interest.

This story a rapacity, with its subtitle of "The Clutching Hand," is now running in the Sunday Oregonian. It will be portrayed in thrilling scenes. Other features will be shown, making a full evening's entertainment for an admission of 5 and 10 cents.—Adv.

TWO MORE CARS FORD AUTO SERVICE

Beginning next Monday the jitney line between Gresham and Portland, now operating two Ford cars under the title of Ford Auto Service, will put on two more Fords and change the time card.

It is the intention to start from each end of the route at 7 a. m. and leave each terminal every 30 minutes until 6 o'clock. The headquarters here will be at the Congdon hotel and in Portland at First and Alder streets. Speaking of the proposed extra service one of the proprietors says:

"We ask the people of Gresham to boost, and in return will put on more cars and give a first-class service and spend our money in Gresham. A good bus service will bring a hard-earned more people to reside in Gresham this year."

The run is made between Gresham and Portland in 35 or 40 minutes. The new time card will indicate that the cars will leave each terminal on the hour and half hour.

When any of us modest fellows want to pay an extra nice compliment to a man, we say that "he is our kind of people."

Early to bed and early to rise, Makes those wealthy who advertise.

A woman's mind is as changeable as the shape of her hat.

ATHLETIC CLUB ELECTS OFFICERS

At a meeting of the Gresham Athletic club, held on Thursday evening, new officers for the coming year were elected as follows: president, E. T. Jones; vice president, Harold Kern; secretary, Harry Johnson; sergeant-at-arms, S. McCarter.

Three new directors were also elected. Bert Hoss, Frank Hamilla, Harry Crenshaw. The three hold-overs are George F. Honey, Harold Kern and E. T. Jones.

A special meeting will be held on Tuesday, March 9, at which time arrangement will be made to establish a permanent fund. Each member will be required to pay 25 cents a month into the treasury and a series of entertainments will be arranged.

JITNEY SERVICE TO PLEASANT HOME

An advertisement in this issue announces the starting of a jitney auto service between Pleasant Home and Portland via Gresham. The proprietor of the line is Louis Christensen and the fare is fixed at 35 cents to or from Pleasant Home and 30 cents to or from Gillis. The auto is scheduled to leave Pleasant Home at 7:30 a. m., 10:45 a. m. and 2 p. m.; leaving Portland at 9 a. m., 12:45 p. m., and 4:30 p. m. The trip is expected to take an hour or a little more.

LUMBER COMPANY WOULD AID BUILDERS

The Sandy Fir Lumber company, whose mill and main offices are located near Sandy, calls attention in an ad in this issue to a special sale of lumber, offering many standard sizes and lengths at prices that make one feel it is a good time to build.

The company is well equipped to handle large orders, making deliveries promptly, and can be easily reached by phone.

The officers of the company are such well known men as W. A. Proctor, E. Beers, John Straus and Martin Lennartz.

At Regner's Opera House.

Regner's opera house will be the scene of a big dance on Friday evening next. Van Houten's orchestra will furnish the music. Car service by the O. W. P. and Jitney bus transportation have been arranged for a late hour between here and Portland. Tickets will be 75 cents; supper, cafeteria style, 25 cents.

Prowlers Frightened Away.

Two men were seen around Louis Yunker's new barn last night between 11 and 12 o'clock, presumably after horses, as no other stock is kept there. The alarm was given by Albert Yunker, who was staying at the home of his uncle, and who saw the men cautiously making their way through the orchard toward the barn.

Louis and Albert Yunker armed themselves and went to the barn. As they made their way around the barn, they were seen or heard by one of the marauders, who warned his companion by a whistle and both men hastily beat a retreat. One shot was fired by the pursuers and they were followed as far as the Winch place, when they were lost sight of.

A tramp called at the Yunker home yesterday afternoon, begging for food. He may have been reconnoitering for a night visit, but that is uncertain.

Wizard Fertilizer will put your vegetables on the early market. At Sterling & Kidder's.—Adv.