

## EAST SIDE CLUB IS ON RECORD WITH BOND ISSUE SPIRIT

By L. H. WELLS.  
PORTLAND, March 21.—Special-Far-reaching in effect was the adoption today at the luncheon of the East Side Business men the following resolutions:

Whereas, a bond issue for hard-surfacing roads in Multnomah county on trunk roads, is to come before the people April 14, 1915, and whereas an expression of our attitude thereon is desirable at this time; there be it

Resolved, That the East Side Business Men's club here assembled approve of the proposed bond issue of \$1,250,000 for the construction of these trunk roads, believing that good roads are conducive to the best welfare of this city and county, if the money is economically expended under bona fide competitive bids, preference being to men with families in the employment of help thereon.

Eighty per cent of the money from the proposed \$1,250,000 bond issue for laying hard-surface on the trunk roads of this county will go to labor, and will be retained absolutely in this county for men who need it, and will not be expended abroad," declared Road Master John B. Yeon in his address yesterday at the luncheon of the East Side Business Men's club at the Hotel Edwards. Mr. Yeon devoted much time to show that the man of moderate means will receive no additional burden through these bonds, pointing out that men paying taxes on \$10,000 and over will carry the main burden. Also he put it strongly that the money will be paid out mainly for labor. Mr. Yeon declared that good roads are not a fad, but a straight business proposition, as good roads create value and enlarge the taxable property of the city and county.

"Ninety per cent of the taxes in Multnomah county are paid by Portland," said Mr. Yeon, "and this county pays 38 per cent of the road taxes, and we want to induce the farmer to improve his lands in this county. At present 10 or 15 acres are cultivated out of farms of 160 acres for the reason of poor roads. If we can enable him to cultivate 160 acres you can readily see that it will increase taxable property in this county. It will cost 18 cents a year on each \$1000 of property to carry the bonds for a year and 18 for the second. On the fifth it will cost 55 cents per \$1000 for then we begin the retirement of the bonds. The burden will be light all around.

"We have an illustration of the benefits of good roads in King county, Washington, where they have 105 miles of paved roads while we have 3 1/4 miles in Multnomah county. Before these hard-surface roads were built in King county land was worth from \$75 to \$100 an acre, but now the value runs from \$1000, to \$1500, and the people there are happy and prosperous. And they are preparing to issue \$2,000,000 for more roads, and without any wrangling or knockers to interfere and obstruct. In King county their raspberry crop last year brought in \$1,250,000, most of which was sold outside, some in New York. They have a co-operative cannery which was started on \$25,000, now capitalized at \$250,000. The milk value of White River valley for last year was \$2,500,000 all because of the paved roads and every farmer has a depot in front of his home. This is cash income. Recently the Swiss colony undertook to purchase 10,000 acres of land near Rainier. They approved of the land, but found no roads, and although the price was \$25 an acre, they did not buy, but purchased 10,000 acres in Washington for \$40 an acre and took an option on 10,000 more, not because the land was better than Oregon land, but because it had good roads.

"We shall actually save \$13,000 a year by issuing these bonds and constructing hard-surface roads. Let me tell how that will be done. It costs \$18,000 to oil the roads of this county every year. We shall save \$10,000 on that alone. It now costs \$70,000 to maintain the trunk roads we plan to pave every year. We shall save that sum every year. Interest annually on the bonds will be \$62,500, which will be paid out of the amount saved from the repair fund. You can see that this county can save money by issuing these bonds and building hard-surface roads."

Mr. Yeon pointed out that Portland will receive annually \$1,500,000 from the tourists, who use the

Columbia Highway and who will come to Portland. He declared that all road construction in and about Portland results in money pouring into Portland.

"The Columbia Highway is not for joy riders," said Mr. Yeon emphatically, "but for the farmers as well. More than 40,000 acres of splendid land lies east of Sandy river to the county boundary, only one-fourth of which is now cultivated but which will be developed with hard-surface roads. The poor man, the man of moderate means can go on out that highway at 30 cents with his family and enjoy it as much as anybody. In closing let me say let everyone boost for this bond issue."

Hearty indorsement of the proposed bond issue of \$1,250,000 with which to hard-surface 71 miles of the trunk roads of Multnomah county was given Friday night at the community meeting held in the Woodstock schoolhouse, under the auspices of the Woodstock Parent-Teachers' association, on condition that the work shall be given to Multnomah county men, and not in a large contract in which the work should go to outsiders. On the construction of hard-surface roads talks were made by Charles Elwell, Ira Dautcher, John R. Gilstrap and I. Stephenson, all favorable to the plan to construct permanent hard-surface roads. It was the contention of these speakers that it will pay this county to build permanent highways instead of temporary macadam, which rapidly wears out.

The community endorsed the administration of City Superintendent L. R. Alderman, head of the Portland schools, and his re-election was unanimously asked for. Charles Elwell gave a brief review of the work of Mr. Alderman since he has been city superintendent, and pointed to the progress that has been made in all lines. Many short talks were made on Mr. Alderman's work, and it was plain to be seen that he has the warmest support in Woodstock.

## COCK PIT RAIDED, THIRTY-ONE ARRESTED

A chance remark by one person to another on a street car, overheard by Lewis W. Pitts, humane officer, led to the arrest of 31 persons at the farm of Harry Osman, near Gresham, on Sunday afternoon charged with cock fighting, gambling and dispensing liquor.

Mr. Pitts was one of the spectators, and after satisfying himself that the law was being violated he telephoned the sheriff's office. A posse, headed by Sheriff Hurlburt came out at once and "pinched" the entire crowd, all of whom but two were from other places, mostly Portland. Mr. Osman and Fleet Fox were the local victims.

Seventeen live birds and five dead ones were taken along as evidence; also three dozen bottles of beer and two dozen empty bottles. The party filled seven autos as they were taken to the county jail where they were held until morning when they were allowed to go on depositing cash bail and ordered to appear again this morning for trial.

The existence of the cock-pit has been known for several weeks to the sports, and it is said that previous matches have been held. There was some excitement when the sheriff and his deputies arrived and several persons tried to escape but it is believed none got away.

The fights have been staged in a frame building over a concrete pit back of the residence, and to those passing by nothing unusual could be noticed. Only those on the inside would ever suspect anything. About half a dozen Gresham men were invited to be present on Sunday but only one was there. The others did not feel inclined to go and thereby saved themselves the humiliation of being arrested.

The 31 defendants were released yesterday on bail and cited to appear before Justice Bell this morning at 10 o'clock. The charges were modified to cruelty to animals and disturbing the public peace.

Troutdale Chapter O. E. S., No. 80. Special communication, March 27, Masonic hall, Troutdale. Margaret Sales, Secretary.

Lime and Sulphur Spray, also Niagara Soluble Sulphur Spray. Any quantity. Metzger Bros.—Adv.

## GRESHAM BUTTE IS MOUNT OLYMPUS TO SARCASTIC WRITER

GRESHAM, March 22, 1915.—

Editor Outlook:—I have read the interesting communication of the mayor of Gresham, advising the purchase by the town of 10 or 15 acres of land on the top of the high Butte, some distance to the south, for city park purposes; also his more than suggestion to the good people thereof, as follows: "Push it along." As one of these people, I am accustomed to obeying orders from those in authority, but I am not going to take this one seriously until I am better advised as to whether or not the good mayor is joking.

The idea is far enough fetched and as lofty as the butte, itself, which is as high as Mount Olympus; and if it is not a joke, it is a heavenly vision. Imagine the golden age of Gresham, like that of Greece, with its jupiter abiding, with the lesser Gods, not far beyond the people, on the top of a sacred mountain.

The golden age of Gresham may be near at hand; but the common people must keep a level head. The rule is ever true that the gods and the politicians help them only that look out for themselves and help each other, and who demand as well as command, after entreating their rights. The county roads within the town limits of Gresham are the worst in the county, and a notorious disgrace to both town and county. If the bond issue ballot does not specify certain improvement of roads in Gresham, there will never be any hard-surfacing, repair or other improvement of a street or road therein, with general tax assistance; for the autoists and Portland politicians will spend the money in their own interests in building scenic roads on the Columbia, or up a butte.

From the dilapidated Johnson creek front and Powell gulch, which the late town administration had on the way to improvement, attention is drawn and the people are asked to turn their eyes and extend their hands towards the alluring heights beyond the limits, near the clouds.

It would seem to me that it is better to look up to Gresham than to look down upon it; and if anything is done, it should be done for Gresham and the whole of its people. At any rate, the place for a park, when we can afford one, is within the limits of the town, accessible to children and the silent majority who toil and who would be too tired to climb a butte, and too poor to hire "Seeing Gresham" conveyances.

But that of which Gresham is most in need, for the purpose of making it attractive to the inside and outside public, is to cure the eye-sockets which exist in the way of acres and patches of apparently waste land within the town limits, mostly in the vicinity of Johnson creek; and for the owners or title holders to take out the stumps, trim up the trees, burn up old fences, brush and weeds, set out some trees, properly fence, plow up, level, crop and seed the same.

I have been working on this line myself, devoting some time outside of office hours, to my three and one-half acres between the creek and railroad west of Main street, and have been getting along as well as one could flocking by himself alone.

I have set Saturday, April 3d, 1915, the day before Easter, to array the virgin soil in new millinery, and I am calling on volunteers—all who desire to exchange work with me—to assist me on that day, a la good roads excursion day, bringing with them teams, wagons, plows, scrapers, spades, axes and other tools to work with, and fencing and timothy and clover seed. Any worker inside or out of the town, or far or near, can come, but no one who is not willing to accept full compensation for his or her services, at the rate of \$2.50 per man and \$5.00 for team and man. I have no money for this purpose but each one shall receive a certificate or trading stamp, which shall be redeemed at any time in legal service of twice the value of the face thereof. (The new law does not prohibit redeeming of trading stamps in any thing but giving goods free or selling at less than market price.)

I do not want, nor wish to give, something for nothing, and especially service, legal or otherwise; neither do you nor anyone I know of, with a few exceptions who are prone to

cast their bread on the waters. Honest legal service, honestly paid for in advance, is a valuable asset, and a safeguard against expensive litigation.

Of course, this work will improve my property, but only in appearance; and, as no one wants to do farming in town, this improvement will not help me as much as the public, which is always the beneficiary in case of landscape beautifying. Besides, other owners of neglected land will be encouraged to do likewise, and the Johnson creek vicinity will cease to be unsightly. It can be made to look like a city park, and as far as my land is concerned, it can be used for several years for that purpose at the nominal expense of improvement and maintenance.

However; I do not expect any rush to my assistance on the 3d, as many persons are likely to look with suspicion on anything so feasible, beneficial and public spirited. I am only sure of a dozen helpers, but I will not be surprised if there are a hundred, including the O. W. P. which has been crippled as to Gresham business by auto carrying competition.

MIL0 C. KING,  
City Attorney.

## ROCK CREEK INTAKE FOUND OBSTRUCTED

Mayor Albee, of Portland, with several members of the city government and City Engineer Dater were out on the Columbia slough last Friday accompanied by George S. Shepherd and C. L. McKenna, representing the Peninsula clubs, looking into the matter of why there is no current in the open waterway from the inlet at Rock creek to the mouth of the slough.

It will be remembered that several years ago a large sum of money was expended at Rock creek to divert some of the water from the Columbia river into the slough channel in order to create a current and keep the slough waters circulating. It was thought that a flowing stream would be of great benefit to the Peninsula district and by that means the slough could be used as an outlet for the sewers of that part of the city. It was also believed that a current would help dredging operations when such work should begin.

About \$2000 was spent in the work, and for awhile it seemed as if the plan would succeed, but of late it was noticed that the waters of the slough were standing still again, hence the investigation.

It was found that the inlet had become obstructed, principally because several fishing scows had been moored in the inlet causing an accumulation of drift and sediment. The flow of water from the Columbia was not permitted to enter the creek, which had almost become stagnant.

It is not known what action will be taken, but the plan is just as feasible now as it was before. If the creek is to be opened again it will be kept open. There is a possibility that the former plan of opening the slough to the use of small steamers will finally be the result of the open slough scheme.

Rock creek is about three miles below Fairview, and in the event that the slough should be dredged it would be possible for steamboats to land at a Fairview wharf. It will all come about some day but no one can foretell when that day will arrive.

## TELEPHONE BOOTH FOR THE JITNEYS

The Ford Quick Service Automobile line, between Gresham and Portland, has established a time card of trips every 30 minutes with four autos in operation.

Permission has been secured for a telephone booth, which will be built on the sidewalk at the side entrance to the drug store. A traffic manager will be in attendance to answer calls, direct the loading of cars and the routing of same as necessity requires.

A proposition has been made to the city council by the Ford Quick Service managers to pay a license of ten dollars monthly for each car. This would be a big revenue for the city but there may be reasons why it could not be done.

Changes in election laws are expected to save taxpayers \$100,000 a year.

## TRAFFIC ORDINANCE REGULATING AUTOS NOW IN OPERATION

Portland's new traffic ordinance, applying to automobiles, street cars, wagons and pedestrians, which is now in force, contains the following stringent rules:

The boundaries of the congested district is, Glisan street on the north, the Willamette on the east, Jefferson street on the south and Thirtieth street on the west. All of the bridges across the river, and Grand and Union avenues and all the streets leading to the bridges from Grand avenue to the river on the East side are included.

A vehicle meeting another shall pass to the right, in overtaking another it shall pass to the left, and in turning into a street to the right shall turn the corner as near the right-hand curb as practicable. Vehicles turning into a street to the left shall pass around the center of the intersection, also shall keep over near to the right-hand curb so as to leave the center of the street free for overtaking traffic. A vehicle shall not make a turn to reverse its direction at any place where traffic will be obstructed, or follow a street car or other vehicle too closely for safety.

A vehicle shall not stop with its left side to the curb, and when waiting in front of a building shall give way promptly to vehicles arriving to take on or set down passengers.

Vehicles shall not be parked in front of an entrance to any building or so as to interfere with free access to such entrance, except when loading or unloading. They shall not stand on cross walks or in such position as to prevent another vehicle from moving up close and parallel to the curb in front of the entrance to a building, or so as to prevent another vehicle already stopped near the curb from moving away, or within 10 feet of a fire hydrant, a mail box or a horse trough.

Except Sunday and holidays, vehicles shall not stand for a longer period than 30 minutes, between 9 a. m. and 6 p. m., within the following area: From First and Oak streets, south on First to Yamhill, thence west on Yamhill to Fifth, thence north on Fifth to Morrison, thence west on Morrison to Tenth, thence north on Tenth to Oak, thence east on Oak to First.

No vehicle shall be allowed to stand or remain in front of any entrance to any fire house or within 50 feet of either side of a line drawn from the entrance perpendicularly across the street in front of fire houses.

Vehicles overtaking a street car stopped to take on or discharge passengers shall proceed slowly so as not to interfere with the passengers and shall not pass to the right of the car while stopped.

Emergency vehicles shall have the right of way and fire apparatus shall have the right of way over all others. Street cars have the right of way over others excepting emergency vehicles. A vehicle approaching the fire apparatus shall draw near the curb and come to a stop. A street car shall also stop on the approach of the fire apparatus.

Drivers of vehicles before backing shall give ample warning so as to avoid injury to other vehicles, street cars or pedestrians.

One blast of a traffic officer's whistle indicates that east and west-bound vehicles shall have the right of way; two blasts that north and southbound vehicles shall have the right of way; three blasts indicate the approach of fire apparatus or other danger.

All vehicles shall be equipped with lights and sound signals. A vehicle's headlight shall be so constructed that it will not blind, dazzle or confuse other users of the streets. Sound signals shall not be used except for necessary warning. Sirens and automatic gongs are barred except on vehicles of the fire and police. Vehicles shall not pass any fixed fire signal when it is giving an alarm of fire.

The following rates of speed shall not be exceeded:

For emergency vehicles, while engaged in emergency work, in any part of the city, 25 miles an hour.  
For motor vehicles (except motor trucks), outside the congested district, 20 miles an hour.  
For motor vehicles (except motor trucks), inside the congested district, 15 miles per hour.  
For freight motor trucks (4000 pounds capacity or over), 12 miles per hour.  
For vehicles passing a public school on school days between 8 a. m. and 4 p. m., 10 miles per hour.  
For horses outside the congested district, 8 miles per hour.  
For horses inside the congested district, 6 miles per hour.  
For motor trucks on a bridge crossing the Willamette river, 6 miles per hour.  
For horses on a bridge crossing the Willamette, 4 miles per hour.  
For vehicles crossing a sidewalk, 4 miles per hour.  
A horse shall not be left unbridled or unattended in a street or unenclosed space without being securely fastened, unless harnessed to a vehicle, and when standing to a vehicle shall be so secured as to prevent its traveling faster than a walk. No driver shall overload, overdrive or mistreat an animal, neither shall he crack or use a whip so as to excite any horse other than that which he is driving. Horses unfit for work shall not be used.  
Nobodý riding a bicycle or motorcycle shall hold on to a street car or other motor vehicle.  
No truck or dray shall use Morrison, Alder or Washington streets from Tenth to Second streets from 9 a. m. until 6 p. m., except on holidays, unless loading or unloading freight on such streets.  
Pedestrians shall observe the traffic directions of police officers and they should also, for the safety and convenience of themselves and the public look to see what is approaching before stepping from the sidewalk, cross the street at right angles, preferably at regular crossings, stand on the sidewalks when waiting for a car, face the front of a car when alighting and observe the traffic from the right before moving to the sidewalk, and if crossing behind a car, observe the traffic in both directions.  
Any person violating the provisions of the ordinance, upon conviction thereof, shall be punished by a fine not exceeding \$200 or by imprisonment in the city jail for a period not exceeding 90 days or by both such fine and imprisonment.

trucks), inside the congested district, 15 miles per hour.

For freight motor trucks (4000 pounds capacity or over), 12 miles per hour.

For vehicles passing a public school on school days between 8 a. m. and 4 p. m., 10 miles per hour.

For horses outside the congested district, 8 miles per hour.

For horses inside the congested district, 6 miles per hour.

For motor trucks on a bridge crossing the Willamette river, 6 miles per hour.

For horses on a bridge crossing the Willamette, 4 miles per hour.

For vehicles crossing a sidewalk, 4 miles per hour.

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## SMALL SNOWFALL, NO HIGH WATER

From all reports concerning the snowfall in the mountains during the past winter there will be no excessive high water in the Columbia this summer, and the farmers on the lowlands bordering the river may put in early crops with comparative assurance that they will be safe from an overflow.

The Columbia slough district is a garden spot of great production except when the overflow delays the summer crops. With normal conditions the products from that section will almost keep Portland supplied with early vegetables and two crops are frequently grown in one season.

As it is now reasonably certain that there will be no serious damage to crops this year from an overflow of the garden lands, it is reported that the farmers along the slough are actively engaged in preparing the way for the greatest crops ever grown there.

Considerable new land has been cleared along the river bank which will be cultivated for the first time. Several dairy herds have been diminished leaving more of the old land to be planted, and there is every prospect that the Columbia slough section will produce the greatest crop this year that have ever been seen there.

## New Blacksmith Shop Open.

I want to announce to the people of Gresham and vicinity that I have opened a new blacksmith shop on Second street, between Main street and Roberts avenue. General repairing of all kinds. Horseshoeing, carriage and wagon work. All kinds of grinding including plow points and discs.—Adv. L. GOIT.

Dr. S. P. Bittner has moved his office to the Gresham Investment company's building over the Bank of Gresham.—Adv.

## H. S. Orchestra Benefit.

Coming! at the schoolhouse, Friday evening, March 26. Good program. Local talent. tt

Portland votes April 14 on \$1,250,000 bond issue.