

THREE HOURS IN HONOR OF EXECUTIVES

Every detail is complete for the big Grange picnic tomorrow. Seats have been arranged in the machinery hall where the program will be given and other preparations are perfect.

R. B. Belt will have the sale of ice cream and other confections. Arthur Regner and Aylsworth's orchestra will conduct an afternoon dance in the pavilion and again in Regner's hall at night. Mrs. Ida Burgess will have a family dinner for all comers in the cafeteria and there will be other features of several kinds.

Every business house in Gresham is expected to close tomorrow for three hours out of respect to the governor of the state and C. E. Spence, master of the Oregon State Grange. An agreement to that effect was signed almost unanimously this morning. The closing agreement will allow everyone to hear the exceptionally fine program without loss of business.

Following is the agreement as signed by nearly every business firm in town:

We, the undersigned merchants of Gresham, hereby agree to close our respective places of business between the hours of 10 a. m. and 1 p. m. on Saturday, July 24, 1915, in honor of the visit of Governor Withycombe and State Master Spence and to participate in the exercises to be held at the Fair Grounds.

Bank of Gresham by K. A. Miller, First State Bank by A. Meyers, Walrad Mercantile Co., Sterling & Kidder Hardware Co., E. W. Aylsworth, W. R. Burke, Gresham Drug Co., Carl Dahl, Peter Louard, M. J. O'Brien, Mrs. E. Boughner, Metzger Bros., A. J. W. Brown, W. H. Moore, B. F. Rollins, Ben Mathews, A. E. Adams, R. R. Carlson, Gresham Real Estate Co. by John Conley, J. J. Haligan, J. C. Hessel, A. E. Lindsey, R. B. Belt, Maxwell Schneider, A. Tietze, S. E. Palmquist, Mrs. W. E. Wood, Paul Hoetzel, Gresham Outlook.

MANAGER STERLING ON BUSINESS TRIP

Manager Sterling, accompanied by Mrs. Sterling, made a business trip to Salem one day this week in the interests of the Gresham Fruit Growers association. He has contracted to sell to a Salem firm all the blackberries to be had here.

Mr. Sterling drove to Salem by the route on the east side of the Willamette, returning by the west side route. He observed that nearly every little town had at least a few blocks of paved streets. One notable exception which Mr. Sterling found was a dilapidated town without paved streets but which had two saloons.

BUMP THE BUMPS, PARTLY OVERCOME

Gravel was sprinkled over the several concrete crossings on Main street the other day, much to the satisfaction of those who bump the bumps when riding over them in automobiles. A resident of a nearby farm came into town last night feeling his way for the bumps and was so surprised that he thought he was lost in another city.

George Christoferson of Pleasant Valley made his wife glad this week by presenting her with one of those Colonial ranges to be had at the store of Sterling & Kidder Hardware company.

FLOCK OF FORDS SOON TO ARRIVE, 1916

Latourell & Son have received a Ford of the 1916 model, the first of another consignment now in Portland awaiting shipment to Gresham. The carload comprises eight machines which will be brought out in a few days. They will all be sold in short order as several are already spoken for.

HILLSVIEW

Rev. and Mrs. Rodine of Portland and Mr. and Mrs. Emanuel of Minneapolis, Minn., visited this week with Mr. and Mrs. A. Samuelson.

The members of the Swedish church met last week and gave their new church a second coat of paint and seated the church with a new set of eighty-five nice opera chairs which they had shipped from the east.

Mrs. C. Hupp is expecting Oklahoma to arrive today from Oklahoma to visit with her for a while.

TWENTY-FIFTH ANNIVERSARY IN MEMORIAM

Yesterday was the twenty-fifth anniversary of the death of Jackson Powell, one of the earliest settlers of this section and the owner of a portion of the townsite of Gresham, Powell Valley, which meant this part of the county at that time, was named after him. The present community of that name, three miles east of here, was an after-thought, a name only.

Mr. Powell came here in 1847 and lived at the mouth of the Sandy river that winter, where he cut logs for the Hudson Bay company, which were sawed into lumber at Vancouver. It was in 1852 that he took up the donation land claim here, embracing that portion of the valley lying northeast of Gresham. Charles Powell, a son, is living on a part of it now with his family.

A brother, James P. Powell also took up a claim comprising the southeastern half of the valley, the western line of both claims are now being represented by Main street. Leonard Powell, a son of David P. Powell and a nephew of the other two, also took up a donation claim which he gave up in a short time. This property was later filed upon by Dr. J. P. Powell, another well known pioneer, but no relation to the others. His claim embraced the northwest part of the valley, the other quarter being owned by Noah Cornutt.

These four were the original owners of Powell Valley which is now owned by several persons and which contains the city of Gresham, metropolitan eastern Multnomah.

Mr. Powell was born in 1817, in Pike county, Kentucky, but moved to Missouri in 1829, where he lived for eight years before coming to Oregon. He crossed the plains with an ox team in 1847. In the fall of 1848 he helped to build the first house in Jacksonville, Oregon, and later went to California where he spent two years, returning to Oregon in 1852.

The funeral of Jackson Powell took place twenty-five years ago today from the Baptist church, Rev. C. Hosford, a pioneer Methodist preacher, conducting the services. The remains were buried in the Gresham cemetery, their resting place being marked by a suitable monument.

ROCKWOOD

Wm. McConnell met with a misfortune yesterday when the front wheel parted company from the main body of his delivery truck and brought disaster to his bottles of cider, jelly juices, etc. He certainly was going some when the woods were kind enough to stay his progress. There was no personal injury.

Mr. and Mrs. James Stansberry were pleasantly surprised last Saturday evening when a number of their friends took lunch and went in to spend the evening. A fine time was reported. Those present besides Mr. and Mrs. Stansberry were, Oscar Walin, Mr. Smith and daughters, Mr. and Mrs. Henry Hoffer and children, Mr. and Mrs. Wm. Noland and children, Mr. and Mrs. Fred Wolpert, Arthur and Willie Delour, W. Peak, Charles Peak, Mr. and Mrs. W. Cook and sons, Mr. and Mrs. K. W. Harvey and sons, Herman Anspach, Mr. Linklater, Red Wande and Mrs. Walkerstauer and Miss Edith Cook of Portland.

Edward Dickenson paid a flying visit here last week.

If the party or parties who borrowed Frank Dickenson's and Ben Smith's hoes this summer will return them next winter they will be very glad to exchange their shovels for hoes, as they may need shovels for snow—the parties who took the hoes we mean.

Miss Edith Cook returned to her home in Portland after spending a week with her brother and family.

Mr. and Mrs. Cook entertained Mr. Cook's mother and father, Mr. and Mrs. Jack Cheney, and sister and brother-in-law, Mr. and Mrs. Oliver Erickson, on Sunday last.

Miss Bertha Anspach visited her parents on Sunday last.

Miss Mazie Schantlin called on Mrs. F. Dickenson on Tuesday.

You can hear the moving machine going early and late in our vicinity. The farmers are making up for lost time.

Fish are being shipped to England via Montreal from British Columbia waters.

ATTITUDE IS APPROVED CONCERNING ROADWORK

Petition will be Circulated to have Main Street Improved and Effort made to Continue Hard Surface from Gresham to Sandy Road

That double column article in the last issue of the Outlook met with instant approval from those who are progressive enough to want hard surfaced streets and are willing to pay for them. R. R. Carlson, who is ever ready to assist in such property enterprises, and who was quoted so liberally as being ready to stand his share of the cost in front of all his property, was the first one to congratulate the Outlook on its stand for better conditions. He is just as insistent now as he was on Tuesday last and stands ready to make his word good.

The Outlook is preparing itself for another double-barreled broadside on the subject of hard surface for the principal streets of Gresham, and there will hereafter be no opportunity for anyone to say that it is going to be passive and wait for George to do it. If there is anything to advocate it will receive attention as soon as it shows its head.

Last Tuesday's article has brought results in one way, and probably the most important of all. The invitation to anyone who can write to favor the paper with a communication has failed so far. It does not appear to have subordinated the limited number of Gresham property owners who can write an acceptable article, hence there is no communication, either signed or anonymous, on this most important subject. But this is a digression from what was intended when we said that last Tuesday's broadside had brought results. Here is the proof:

It can be definitely announced that a petition will be circulated for the hard surfacing of Main street, full width from the Powell fountain northward as far as Fourth street, and further if the property owners will sign up a majority so as to get the improvement.

Further, it can be said that a plan is under way to get the county to pave Main street in the center, as a county road proposition, and then continue on all the way from Powell street to the Sandy road at Fairview.

It is reported that the county commissioners are favorable to making the improvement as outlined, but there is no available money in the road fund this year for the purpose. The plan is to interest a well known capitalist in the matter, and it won't take a very long string of talk to get him interested—and induce him to advance the money, without interest, with the county road fund to be collected next year as security. If that can be done, the improvement from one side of Gresham to the other side of Fairview can be made while the paving plants are here and the work can be done at its lowest cost. It is estimated by Roadmaster Yeon that the cost will be \$60,000.

Here will be Gresham's opportunity to get Main street improved at the minimum cost. While the 18 feet is being laid through the center of the street the city can take advantage of the chance to get the sides improved to the curb lines and the job will be done.

It was the intention of the county commissioners to "spike" Main street this year and lay a course of crushed rock, but they were talked out of that scheme and oiled the road instead. They saw the drift of sentiment and are not spending money on Main street nor its extension to the Sandy road except what it has cost to lay the dust. Straws show which way the wind blows, and the county court is waiting to find out what the property owners along Main street are going to do.

The Outlook again renews its invitation to those who have something to say to send it in. It will make no difference whether the writer approves anything or opposes it, the main thing is to say so and let the public know all the arguments for or against any proposition affecting the city or any of the interests of its people. Kicks and knocks will be given publicity just as well as a boost or approval. We consider that either will help create a livelier interest in public affairs and start the civic pulse to beating more healthfully and then each will know where the other fellow stands. Start something.

BIG FILL COSTLY, NOW COMPLETED

Powell street gulch is now only a memory as the work of filling it was finished yesterday. After the earth was filled in to the required depth a top dressing of gravel was spread over it full width and the job was done.

It is estimated by some of those who helped do the work that the cost was nearly \$2000. This sum included the piling and plank that was necessary for the retaining wall, and the earth and gravel cost nothing as they were taken from the county pit just north of town.

There are those who profess to believe that a concrete wall would have been cheaper and would have been permanent. The wooden wall will last only 20 years at the most and then will have to be done over again.

EVERGREEN BERRIES WANTED AT CANNERY

Manager Sterling of the Gresham cannery received two orders today for Evergreen blackberries, totaling 950 cases.

He has an advertisement in this issue of the Outlook asking for Evergreens in any quantity wherever they are ripe. He will take all that are offered and no offering will be considered too small, at a good price.

Those interested are requested to call up the cannery and let Mr. Sterling know what to expect.

NEW GAME LAWS IN FORCE THIS YEAR

Ben S. Patton, of Estacada, the deputy game warden for the mountain country of Multnomah and Clackamas counties, was in Gresham yesterday.

He left a few copies of the three and game laws which have three important changes, different from the laws in force last year. The last legislature amended the deer law, reducing the open season by fifteen days. Buck deer with horns may now be killed only between August 15 and October 31.

The limit for Chinese pheasants in one day, including one female native pheasants and grouse is five pheasants, and ten in any seven consecutive days, including two females. The quail law is more drastic. Except for a brief open season in Klamath county, from October 1 to the tenth, no one may kill any kind of quail in the state of Oregon for two years.

Evergreen Blackberries Wanted

Those who have Evergreen blackberries in any quantity when ripe will receive a good price for them at the Gresham Cannery. Call up for particulars.

JAS. STERLING, MGR.

Shipbuilding in Sweden is enjoying a boom.

Formosa's population is now estimated at 8,500,000.

COMMISSION GOVERNMENT COSTS MORE

By L. H. WELLS.

Portland, July 22.—Special—Indications are that commission form of government for Portland is not what it was cracked up to be and the promised million saving every year has proved a million of the very worst form. Not only has the cost of administration been increased, according to reports, but the cost will exceed the cost under the council form. Senator Harry Lane declared when he was mayor of Portland he could decrease the cost of the city \$1,000,000 a year if there were commission form, but it has not worked out under the present administration. This increase in expenses of the administration has come for luxuries for the city officials. The city has expended more than \$40,000 for automobiles, and nobody can compute the extra cost in the way of gasoline, repairs and other things. The city automobiles are supposed to be reposing quietly at night, but nobody expects that this is being done. The officials can use them at any time for their own purposes at the expense of the city.

Portland taxpayers are asking as to what they got out of commission form. They know they got some rounded curves at street intersections at a cost of \$40,000, by the city engineer's department. These rounded curves have improved the appearance of the streets, but not the temper of the taxpayers. It is said that Portland will have a higher levy the ensuing year than ever before. Yet, while all this increase is pending, the amiable commissioners are considering the advisability of a cost of \$3000 for the use of the commissioners. Other business men usually purchase their own autos. Portland has already learned that the form of city government has little to do with economy and efficiency, but it is the men in power. I predict that Portland voters will go back to the old council form inside of four years, if the present rate of extravagant administration continues in Portland.

There is evidence that Milwaukie is preparing to merge with Portland. The evidence is seen in the movement to issue \$25,000 more water bonds, at a special election to be held August 21, which will make the total of \$45,000 water bonds and about \$5,000 in improvement bonds. When a town or suburb wants to merge it suddenly gets the bond and debt habit, same of St. Johns and Linnton. They piled up the debts and paid out what cash they had on hand for everything they wanted and ported the bills over to Portland. Portland got a nice batch of bonds and notes-of-hand from these places. Milwaukie taxpayers will hardly be able to carry a debt of \$50,000, even if it has the revenue from the water plant to meet the interest charges. Watch awhile, and it will be seen that Milwaukie will be knocking for admission to Portland.

That address of Senator James F. Crossley at the reunion of the Oregon-Iowa society, held at Lauralhurst Park, Wednesday, was fine. He said that every young man in the United States, between the age of 18 and 35 years, should receive military training of at least one or more years, not to promote the spirit of war but to place the country in a position to defend itself if attacked from the outside. His idea received warm applause from the big crowd which indicated approval of those present. The main portion of this crowd came from Iowa, a state that during the Civil War sent one man out of every ten of her population into the Union army. Of course, a crowd of Iowans would approve such a patriotic sentiment. There are no molly-coddles in that bunch.

I have been wondering why it was that no mention has been made of the connection of Charles Coopey with the Columbia River Highway, when he was among the pioneers who proclaimed the beauties of the Columbia ahead of any of the moon pushing things. Coopey has been a pioneer in many things, but the credit goes somewhere else. It is said that in Engineer Lancaster's forthcoming book on the highway, which he is preparing, will give Mr. Coopey due credit for the part he had in that improvement.

AGRICULTURE BENEFITED BY PARCEL POST

The open season on fresh garden truck is now fully at hand and the opportunities afforded to the farmer or market gardener and the prominent citizen known as the consumer by the parcel post system of direct delivery are tremendous, provided they take advantage of it and play it for all it is worth.

There is money in farming if it is done right, and to be properly done a market for the goods raised by the farmer must be created. A good portion of the products of the soil is sold direct to city market men at wholesale, which is as it should be, but there is nothing to prevent the farmer from selling goods direct to a city consumer at retail.

This has a mutual benefit in that it allows the consumer to get his green stuff direct from the garden and to serve it at dinner within a few hours from the time it was taken from the ground, and it allows the producer to get full price for his goods.

But unless the customer knows where to get his fresh ones, actually growing, he has only one alternative and that is to buy from his market man. While the goods thus purchased are all right they cannot be expected to be as fresh as those obtained direct from the farm.

It behooves the farmer to recognize as his wholesale customer the market man, and the potent force of his garden truck but his eggs and other dairy products and get good money from delighted city folks who rejoice at fresh goods. The advertising cost is practically nothing compared with the results obtained by the right kind of personal solicitation which is the best advertising, after all. For newspaper advertising any good paper will gladly give prospective rural advertisers full information as to how to write and place their advertisements.

BULL RUN WATER FOR MILWAUKIE

Milwaukie, Ore., July 22.—Special—City auditor David P. Matthew was authorized to prepare for a special city election to be held on August 21 to vote on the question of issuing water bonds not to exceed \$25,000 to complete the present municipal plant of this place. If voted it is estimated a complete distribution system can be installed for Bull Run water and possibly lay a main to Milwaukie Heights to supply the Open Air Sanitarium and about 37 residents who have petitioned for this water.

Nothing is said in the ordinance about acquiring the other privately owned water plants, but it is understood that there will be funds available out of the \$25,000, in addition to completing the distribution system, provided an agreement can be reached as to price to be paid for the properties.

Obituary

Frank Patterson was born at Russell, Kansas, March 4, 1880, and was 35 years, 4 months and 19 days of age at the time of his death. He was married to Myrtle Shafer at Dallas, Oregon, October 10, 1907. He is survived by his wife, mother, two brothers and four sisters, who have the sympathy of their host of friends here and at Independence, where he lived for several years. Interment was in the Independence cemetery at two o'clock, July 16, and the funeral service was preached by the Rev. John Osborn. The pall bearers were of the Sandy Lodge of which Mr. Patterson was a past Noble Grand. They were, A. C. Baumback, W. V. Rogers, F. E. Beckwith, Clem Baruch, Otto Meinig and George Maroney. Many other members of the Sandy Lodge were in attendance, making the trip there by auto.—Sandy News.

One of the nation's biggest mail order houses did a gross business of over \$7,550,000 in June. The half year total of \$53,000,000 suggests prosperity in that line.

American cotton mills are now using more than 5,000,000 bales of cotton a year as compared with 1,000,000 bales forty-five years ago.

For shingles alone, 750,000,000 feet of timber is cut in that part of the state of Washington which lies west of the Cascades.