

FIREWORKS A FEATURE OF THE FAIR

President Lewis announced yesterday at a meeting of the county fair board that the sum of \$4000 had been secured from the county for premium awards at the coming fair. One thousand of that amount is from the state fund, the larger sum being the amount appropriated last December by the county budget committee.

Mr. Lewis also reported that he had engaged the services of Phil Bates for the next seven weeks to boost the fair in Portland instead of spending money for advertising in the newspapers. Mr. Bates began his duties yesterday morning by attending a meeting of the Chamber of Commerce, and had a committee of 50 appointed to further the interests of the fair. With a membership of over 5000 the Chamber of Commerce has promised its support and will be of great help. The boosting business will be carried on in all the clubs.

Other special efforts are being made to attract the Portland crowds and it is expected that there will be scant room to house the exhibits this year.

The State Agricultural College will send its first industrial exhibit to Gresham and about a dozen of the noted animals from the experimental station. Plans are being made to use all the stock barns for cattle and horses and provide a mammoth tent for the poultry exhibits. More room will probably have to be provided for the swine and sheep displays. The College display will be given space in the pavilion annex at the entrance to the art department.

The contract with the racing association this year provides for races on the three last days of the fair for which the fair association will put up the premiums and collect all entrance money as well as entry fees. Admissions at the main entrance will be 25 cents and only those who see the races will be expected to pay at the inner gate where another 25 cents will be collected. The schedule of races has been made out and will be published in the daily programs.

Two evening attractions have been engaged that are especially intended for the benefit of the people in the country. M. H. Squires was given the contract to put on an elaborate display of fireworks, a duplicate of the exhibition recently shown at the Oaks, which were witnessed by fully 12,000 people.

Bids for band music were read from half a dozen bands, the lowest being for the sum of \$300 and to include an orchestra for the dance pavilion. As no bids were received for the dance hall, it was decided to run it for the association and the matter of music was referred to President Lewis to close the contract.

The association will also run the cafeteria again this year and Fred H. Crane was appointed manager. A contract was made with the Crystal Ice and Storage company for the sale of Weatherly's ice cream on a percentage basis but it was not exclusive. Others will be allowed to sell by paying ground rent and it is expected that there will be a surplus of ice cream for sale.

Hood River apple cider will be on sale as usual in the pavilion; also a popcorn wagon will be on the Furrow.

President Lewis was given authority to take a display to the State Fair at his own expense, and Postmistress McColl was granted space for a parcel post demonstration as an educator of the public.

At least seven granges are expected to make exhibits this year and the Portland school display, which failed to come last year, has applied for space. Several individual farm exhibits are looked for, and all the other departments are expected to be overflowing.

Lumber for enclosing the machinery hall is on hand and the work will be done in a few days. Concessions are being sold and altogether the fair now gives promise of being a big success.

Friends of Miss Ruth Child, daughter of Mr. and Mrs. A. G. Child, formerly of Pleasant Home, will be pleased to learn that she is now in Portland spending a month's vacation with her parents, after having graduated from Cheney Normal, where she has studied for the past two years. Miss Child has engaged to teach at Dayton, Wash., where she has a nine months' term.

NEW LIBRARIAN SEPTEMBER FIRST

Miss Clarisse H. Halle left for her vacation yesterday. After a month's vacation she will go to Montavilla where she will take charge of the branch library. Miss Pearl Durst of North Portland has been transferred to this branch and will be here on September first. During August Miss Bessie Osborne will be in charge of the library.

Through Miss Halle's efforts the library has made great gains. It was moved into its present commodious \$10,000 building, a gift from Andrew Carnegie, on March 1, 1913. Prior to that time the library had been housed in the Metzger building. Miss Halle took charge of the library here on March 1, 1912. She reports an increase in circulation since November 1, 1914, of 1593.

The library association here owns a stereopticon which has been used when illustrated lectures have been given at the library. Several prominent men have lectured here during the past year, among them, Geo. H. Himes, secretary of the Oregon Historical association and custodian of the museum in Portland, who gave his illustrated lecture on Early Oregon and Portland; Judge Colvig of Medford, who lectured on Crater Lake, and ex-Governor T. T. Geer. These speakers were secured through the efforts of the Tuesday Study club, which has carried through the year a course of study on early Oregon.

The library has encouraged the use of its lecture room and rendered every assistance possible to the literary and educational uplift of the community. The Tuesday Study club was organized and received much aid through the library and the benefit of its work was far reaching.

The Industrious Girls club was another organization under the auspices of the library which has been a means of inspiration and help to many young girls. Under the direction of Miss Halle they have studied about the national parks. A story-hour was held on Wednesday afternoons when stories or interest to children of ages from six to twelve were told by the librarian.

On last Tuesday night the members of the Tuesday Study club, with their escorts, gave a lawn party, at the home of Mrs. Alva Hevel, in honor of Miss Halle. The Industrious Girls club gave a surprise party on Miss Halle at the home of Mrs. B. W. Emery on Saturday night last. Miss Halle leaves a large circle of friends who are sorry to see her leave this field but wish her continued success in her new place.

NEW SECRETARY FOR FRUIT CANNERY

K. A. Miller resigned the secretaryship of the Gresham Fruit Growers association on Saturday and was succeeded by James Elkington.

Mr. Miller's action became necessary because of his other affairs. His duties at the Bank of Gresham require his constant attention and he found it impossible to spare the time to do any work at the cannery.

Mr. Elkington, his successor, is a well-known accountant and can spend a portion of his time at the plant; besides, the by-laws have been changed, curtailing the secretary's duties to clerical work, and giving the manager full authority in the matter of conducting the business end, subject to the orders of the board of directors.

ONE CARRIER RESIGNS, ANOTHER ON VACATION

L. P. Manning severed his connection with the rural delivery service on Saturday. His route is being carried temporarily by John P. Freeman, pending the selection of a new carrier. It is reported that there are about 15 eligibles in the county for carriers in the rural service, but the department has so far made no selection.

E. E. Chipman began his annual vacation yesterday and will not go back to work until Thursday, the 19th.

THIS HAY HARVESTER APPRECIATED RAIN

Here is a new harvest story told by Ben Mathews: Last week a lot of men were working in a big hay field when it began to rain. They all dropped their work and ran to some sheds half a mile away. One man made a terrible sprint for it, reached the sheds first and when the others came up they found him exhausted and unconscious. The boss and the others restored him and the farmer said to him, "What in the world made you run so fast?" "I was afraid," said the harvest hand, "that it would stop raining."

HARD CAMPAIGN GOING ON FOR HARD SURFACED ROADS

PROGRESS OF THE PLANTS ON THREE THOROUGHFARES--MEETING ON THURSDAY EVENING NEXT TO HEAR REPORTS

When the Outlook began its campaign two weeks ago for hard surface improvements in Gresham and on the county road to Fairview it was practically alone. There were two or three who gave first aid encouragement but there were others who made sarcastic remarks after the first issue and who treated the whole affair as a huge joke or a visionary scheme to get into the spotlight. But the Outlook had pledged its support to the campaign, or rather volunteered it, for it seemed at first to have very little encouragement.

By the time the second broadside was out there was a distinct glow of enthusiasm and plenty of help. The idea had permeated every brain, the public had become imbued with the enthusiasm and the leading men of the community were all in line to further the project and bring about the ends aimed at. The knockers began to vanish and the scoffers became converted. The result of the campaign so far was reflected in the report of the meeting on last Thursday evening where practically the whole population endorsed the plans as outlined, amended them somewhat and went to work with coats off to get results.

The victory thus far belongs to the Outlook. From now on, if attained, it will belong to the citizens of Gresham and surrounding territory who are almost a unit in their efforts to secure the improvements that the Outlook foresaw and had the courage to fight for in the face of apathy, indecision and objections.

Nearly a dozen petitions are being circulated by members of the committees appointed by Mayor Stapleton on Thursday evening. There are few who refuse to sign the prayer to the county commissioners for the hard surfacing of the county road from the Powell fountain to the Sandy road at Fairview. Even as far away as Montavilla and Pleasant Home, from Troutdale and Lents, there is no trouble in securing names, asking that the work be done now while three paving plants are located here and the improvement can be made at the lowest cost.

There is a plan to meet the objections of the county commissioners that no funds are available at this time. Funds in plenty will be had when the taxes are paid next spring, and the paving companies will wait for their pay. They are all anxious to do the work and all that is necessary is for the county officials to give the plan their approval. If they are willing to please the people of eastern Multnomah from Montavilla and Lents to the Sandy river, they will approve the plans which Mayor Stapleton and others will present for their consideration, and the work will be done. The same plan has worked before, why not now?

Work on the Sandy road, Base Line and Powell Valley is progressing rapidly. The plants at Fairview, Ruby and Jenne are all running to full capacity and the actual paving of the three roads is well under way.

About four miles of the Sandy road have been hard surfaced eastward from the city limits at Rose City Park, and progress is being made rapidly toward the Sandy river. There are two plants on that section, the one at Fairview being intended to finish the work while the one at Rose City Park will be taken to the Columbia river highway. These are Warren Construction company's plants.

At Ruby the plant of the Clarke-Henry Co. is turning out a big grist of "hot stuff" which is being laid at the Elwood crossing and coming eastward. About one-half mile of pavement has been laid.

On the Powell Valley road there is about one mile of hard surface west of Buckley avenue. The improvement will continue in that direction to 82d street, then it will come westward to Gresham.

Probably the biggest job on hand just now is the building of the piece of new road along the east bank of the Sandy from the Troutdale bridge to the bridge at the Auto Club. A large crew has been put to work with a camp on the bank of the river. It is intended to have the road ready for hard surface within a few weeks, as it is a part of the Columbia highway.

A very difficult portion of the work was encountered at Fairview. It was found necessary to lower the grade of the Sandy road about four feet, which left a steeper grade on the road leading down from the railroad track. It has been found necessary to lower the latter road, and it is proposed to cut it down with a tunnel under the railroad. It is now closed to all kinds of traffic, as well as the Sandy road at that point, and a great problem confronts the county. To build the tunnel it will be necessary to go through a solid ledge of boulders, as large as a shock of hay. They are now being blasted out but the tunnel under the track and the full cut of two blocks will cost at least \$10,000.

A big job has been done at the Baker hill on the Base Line. The top of the hill has been cut down and the grade made uniform, while the old culvert built several years ago on Cedar creek has been blown out and is being replaced by a different structure of greater width and solidity.

The public is invited to attend the adjourned meeting which is set for next Thursday evening at the city hall to hear the reports of the solicitors and take part in any discussion that may come up. So many persons are interested in the movement that the meeting is sure to be interesting and of benefit to the cause that is being waged for better roads.

This week, King or Queen Fly Swatters, 5c, at Sterling & Kiddler Hdw. Co.—Adv. Kill the mole with Comet Gas Dais. The easy way. At Sterling & Kiddler Hdw. Co.—Adv.

POULTRY RAISER GIVES ADVICE

Gresham, Oregon, July 26.—Editor Outlook.—Is poultry work a game or a business?

Poultry pays and pays better than any other legitimate business, considering the amount invested. Why then so many failures?

The failures are not the fault of the hen. She will always do her duty; she will always respond to the treatment she receives. The failures are on the part of those who care for the hens. The owners are the failures and not the fowls.

The essentials to egg production are:

- First, Strain.
- Second, Comfort.
- Third, Exercise.
- Fourth, Proper Food.

We should not rush into the poultry business on a scale beyond our means without first obtaining a working knowledge of the same.

Remember, with good stock, proper environment and a working knowledge of the business there is little or no danger of a failure, provided one is willing to do the work necessary on a poultry ranch.

It offers the most independent living for the small amount of capital of any business I know of.

The requisites for success are, knowledge; the ability to select the hen you need for any particular purpose, whether it is for eggs or for meat or fancy; whether the hen will be a paying proposition or not, and whether she will be able to transmit her predominating characteristics to her offspring. Also, we must be able to judge accurately the value of our male bird, as to what we want of him and as to his ability to stamp his offspring with the desired qualities.

Please remember that there are only four characteristics that are absolutely necessary for a hen to possess for the economical production of eggs or meat. They are, 1st, Capacity; 2d, Condition; 3d, Type; 4th, Constitutional Vigor.

We should also know how to operate incubators in order to be able to bring off a "well-hatch"; a house in which to brood and feed the little chicks in order to keep them "well"; and how hen houses should be built to suit our climate; how our growing pullets should be housed and fed; and also the best way to feed to get the most eggs at the smallest cost; and again how to feed and mate to get fertile eggs and vigorous chicks.

In selecting breeding stock we should select for longevity. Use late moulting, select early producing pullets, use fall and winter layers, select heavy eaters, select early risers and late retires, select none but well matured and well developed birds.

J. R. HARLAN.

ROELOFSEN FAMILY'S ANNUAL REUNION

The ninth annual reunion of the Roelofsen family was held at Seaside, July 18th, with only a small attendance but the gathering was marked by the usual enthusiasm of the Roelofsens.

The family numbers over 250 members and reunions have been held in various parts of the state, usually in this vicinity, and sometimes nearly the entire membership has been present. Owing to sickness and the distance that many were required to travel this year, there were but a few present. The oldest of the family is 94 years and the youngest is seven weeks.

The following persons from this vicinity were present this year: Mr. and Mrs. Sig Knighton, Mrs. Ella Schneider and daughter Alberta, and D. D. Jack. The family includes the well-known Dunnway family and that of the late Harvey Scott.

The next reunion will be held at Woodburn, Oregon.

FAIRVIEW BOY JOINS THE NAVY

George Crane, son of F. H. Crane of the Columbia Slough, has joined the United States navy as a mechanical draughtsman. He will go to Bremerton in a few days where he will receive six months' instruction and will then be taken on a cruise. His enlistment is for four years.

Young Crane is about 24 years of age and a graduate of the Portland Trades School. He is a member of the O. N. G. and has taken a deep interest in military and naval affairs. He will probably come home occasionally on a visit before getting too far away.

W. C. T. U. WOMEN'S CHRISTIAN TEMPERANCE UNION—Meets at the Library second and fourth Thursdays each month at 2:30 p. m. President, Mrs. E. L. Wostell; secretary, Mrs. George F. Honey.

DESCRIBES THE ROADS ON JOURNEY

Greenhorn, Oregon, July 30.—Editor Outlook.—As "good roads" is the topic of the day, I will give a brief outline of our trip, describing the roads between Gresham and Greenhorn.

We started from Gresham on the 11th of July at 7:30 in the morning and arrived at Mitchell Point at 11:30 a. m., finding two cars stalled.

We waited for them to get out of our way, and by that time a man had come from Hood River with gasoline so that autos could have their tanks filled before starting on over the hill. In this way we had lost two hours. After leaving Hood River we took the wrong road, going down into Hood River Valley, but this was well worth the loss of time for the roads were as good as the best of Multnomah county and we learned quite a bit about the orchards of Hood River and the way they are irrigated.

We made The Dalles by 7 p. m. where we visited with my brother, Kenneth, and some friends until 3 p. m. on the 12th. The roads between these last two points, although rather hilly in places, were remarkably fine, in fact, in places they were as smooth as though paved. We drove across Miller's Bridge at the mouth of the Deschutes river, through Wasco and on to John Day Ferry where we camped for the night.

On the morning of the 13th we left for Pendleton, which is 110 miles from John Day river, passing through Olex, Lexington, Ione, Hesper and Echo, and arrived at Pendleton about 6 p. m., remaining here until July 15th, visiting Emory and friends. About ten miles of the road between Olex and Ione were rather rough, but from Ione on to Echo the roads were fine, especially going through the desert where they were exceptionally good.

Mr. Peters and wife of Pendleton, according to previous arrangement, were awaiting to accompany us to Greenhorn. We started from Pendleton at 8 a. m., climbed the Five-Mile Hill, passed through LaGrande and from here we went by way of the Oregon Trail. We reached North Powder at 7 p. m., where we stopped for the night. Mr. and Mrs. Peters were in the lead all the way, taking us over roads that any county could be proud of.

On July 16 we departed from North Powder and the road from there to Baker City was the most level that we had encountered in our journey. From there to Sumpter the roads were real good, but in a few places rather muddy. From Sumpter to Whitney we gradually climbed into the mountains and it was at the latter place that we stayed all night, on account of the rain, which was the first bad weather we had experienced.

On July 17 at 3:30 p. m. we made our destination, having picked out the worst road in the State of Oregon. Any other road that we might have chosen from Whitney would have been perfect in comparison. However, taking all our trip into consideration, we were agreeably surprised to find not more than 30 miles of bad road altogether, and I might state that the roads over the Blue Mountains are the best mountain roads I have seen.

I believe we can claim the distinction, without fear of contradiction, of being the first auto that has traveled over the Columbia river highway from Multnomah county as far east as Baker county. If we do not change our present plans we intend to return by way of Prairie City, Canyon City, Prineville, Bend, Madras, Redmond, Shanieco, Maupin and over the old Barlow road by Mt. Hood, Welches, Sandy and home to Gresham.

I have been reading about your hot weather since we left. Will say that the warmest day we have experienced so far was 85 degrees, with a very nice breeze at that.

Hoping that the streets of Gresham will all be paved by the time we return, I remain,

ALICE ROBERTS.

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.