

## GOVERNMENT REGULATING ZONE RATES

### Fraud Found in Sending Parcel Post Packages

A new ruling has been made by the postoffice department in regard to the rates of postage to be paid on parcel post packages in the first two zones radiating from any post-office.

This is a bit of news that has not been made public yet and is given here as a scoop on all other newspapers. The information came to the Outlook accidentally but nothing was said about keeping still, and it will be made public in a short time anyway.

The rule that will go into effect when promulgated will change a zone radiating from a postoffice from an exact circle to one resembling a circular saw with half its teeth knocked out and a few chunks taken out of about seven sides of it. In other words, the first zone of 150 miles from Portland in any direction may in some cases be considerably less from center to circumference.

It has been found that the mail order houses have discovered a way to ship goods beyond the zone limit, reaching far into the next zone for the one zone rate. For instance, if Ashland, Oregon, is five miles beyond the second zone the Portland shippers can save a zone rate by mailing their parcels at Milwaukie. This was actually being done and to such an alarming extent that Milwaukie was in a fair way to become a second-class office. It was being swamped with Portland business and the government was being defrauded of revenue.

The plan has been working beautifully all over the United States, and it was decided to put a crimp in the business by simply making the zone limits cover 150 miles as determined by the course the goods would actually take in transit. Thus, if the windings and sinuosities of the S. P. R. R. between Milwaukie and Ashland cover more than 300 miles, the second zone would end at the 300-mile post and Ashland would be in the third zone.

It is apparent that 300 miles in an air line is much farther than the same distance on any transportation line, hence the zones are being brought closer to the center. There will be a lot of ragged looking zones, but the present order applies to only the first and second zones. It has been found that the bulk of parcel post mail is delivered within the two first zones and that there is not much loss in postage farther away.

Chief clerks of the railway mail divisions have been instructed to make a list of all postoffices radiating from the big cities, together with their distance on the mail routes. It will be found that many places within the zone limits are really much farther away when the railroad schedules are compared with the routes taken "as the crow flies," and that their parcel post rates will be increased accordingly. While the extra rates will not have any effect on purely local business, it will make mail order goods come higher to the extent of the extra postage that will have to be paid.

### THRESHING SEASON HAS COMMENCED

Threshing season is on in earnest and at least five machines are in the field west of the Sandy river where the heaviest grain fields are to be found.

Mention was made last Tuesday of Henry Latourell's machine. To that may be added the start made today by Emil Olsen with his practically new gasoline tractor and Case steel separator. The machine has been idle for three years but the outfit is of the best type and will thresh anything. Work will begin in Dr. Cornellus' grain near Troutdale.

Stanley & Neal have their outfit ready to begin work and will make their initial start on Charles Cleveland's farm today, right here in the town of Gresham.

Hevel & Jones commenced operations a week ago. Their field is principally west of here.

Hensley's machine has been doing work on the Slough for several days.

This week, King or Queen Fly Swatters, 5c, at Sterling & Kidder Hdw. Co.—Adv.

### FAREWELL MEETING FOR MISS EDNA SHOEMAKER

The Baptist church was well filled last night with friends of Miss Edna Shoemaker who joined in a rousing farewell meeting.

The gathering was arranged for by the Women's Missionary Circle, of which Mrs. E. A. Leonard is president. Dr. East of Portland, for a number of years a medical missionary in India, was the principal speaker. The theme of his talk was the efficiency of young women missionaries. He characterized them as the real heroines of the work, and briefly outlined the work of a number whom he had personally known. "The men in the mission fields have their wives and married women their husbands for human encouragement," said Dr. East, "but the young unmarried woman renounces home and ambition, burns the bridges behind her and devotes her energies, often in extreme loneliness and danger, to spreading the gospel message. The greater number of the friends in the home land soon forget to write and to continue the prayers and support which they had promised, but the missionary works on, and when in a few years she is forced to come home for rest, the changed conditions but increase her loneliness."

Other speakers of the evening were, Mrs. Falling of Portland, Rev. E. A. Leonard, Rev. A. J. Ware and Miss Shoemaker. The latter spoke of her experience in home missionary work and the influences which had led her to choose the foreign field and China for her future work.

In 1907, after graduating from the Chicago Training school, Miss Shoemaker worked among the Chinese women and children in San Francisco for five years. She was then deeply impressed with the thought that she ought to go to China and commenced at once active preparations, which are now completed so far as studies in this country are concerned. She will sail from San Francisco on August 25 with a large company of missionaries of all denominations. On the eve of their departure the missionaries will give a great farewell meeting in San Francisco.

Last night's musical program was carried out as announced in Tuesday's Outlook and was greatly enjoyed by all.

### FREE SHOW SATURDAYS AT MOVIE THEATER

The merchants of Gresham have made arrangements with Claude Smith to put on a free show at the Scenograph theater every Saturday afternoon for a while. There will be an entirely new production of reels which will not be given at any other performance. The show will last all the afternoon, commencing on Saturday of next week.

Admission tickets will be presented by the merchants to their patrons, or may be had on application to any of those named below.

Those entering into the agreement are, Bert Lindsey, Metzger Bros., First State Bank, Halligan's Barber shop, E. W. Aylsworth, R. B. Belt, Ben Rollins, W. R. Burke, Maxwell Schneider, Adams' Barber shop, The Sterling & Kidder Hardware company, Gresham Drug Co., and Walrad Mercantile Co.

This plan is being tried in other cities and is undertaken with a view to drawing people to the city on Saturday afternoons for trade and recreation.

The only means of getting into the show Saturday afternoons is by ticket secured in the way stated.

### GRESHAM ROUTES SHOWING GAINS

A complete record was kept of all mail matter handled on the rural routes from Gresham during the month of July, both in numbers and weight.

The report shows that the four routes out of Gresham are slowly gaining in volume. Following is the report:

- Route 1.—Pieces delivered, 10,083; collected, 1567.
- Route 2.—Pieces delivered, 10,103; collected, 1827.
- Route 3.—pieces delivered, 9090; collected, 1421.
- Route 4.—Pieces delivered, 5637; collected 899.
- Route 1.—Pounds delivered, 1210; collected, 75.
- Route 2.—Pounds delivered, 1404; collected, 273.
- Route 3.—Pounds delivered, 1264; collected, 85.
- Route 4.—Pounds delivered, 842; collected, 67.

Read the Want Ads.

## COMMITTEE NAMED FOR ROAD PETITION

### OFFICIAL VISIT WILL BE MADE ON NEXT TUESDAY TO COUNTY COMMISSIONERS ON HARD SURFACING PROPOSITION

All local hard surfacing propositions are up in the air yet, nothing definite having been done except the circulating of petitions for the improvement of the county road to and through Fairview while the paving plants are here.

At the meeting held last night in the city hall the committees reported about 300 names, principally from this vicinity with a sprinkling of names from Portland and other parts of the county. Very few of those approached for their names refused to sign, and if time would permit an unlimited number of signatures could be had. The circulators of the petitions have so far worked without compensation, but it was realized that to continue the work until next Tuesday some expense would be attached thereto and the matter was left to O. A. Eastman to secure solicitors for the work in Portland.

The opinion prevailed that representative taxpayers of the city should be enlisted in the plan if the petition is to carry any weight with the county commissioners. They would all be interested in a connecting road so that travelers over the Columbia river highway might have a choice of routes in coming or going. They would naturally want to see the territory embraced by the three paved thoroughfares and would welcome a paved road that would give them that opportunity.

The petitions will be presented to the county commissioners on next Tuesday morning, and some quick work must be done between now and then. Mr. Eastman, acting chairman of the citizens' meeting, will name twelve persons to carry the petitions to the courthouse, headed by Mayor Stapleton. The list is not complete at this writing and cannot be given, but it will embrace the most prominent road enthusiasts of the county and city of Portland.

Progress on the proposition to pave the remaining portions of Main street, from the fountain northward, was revealed in the statement that 90 per cent of the property owners along Main street as far as Fifth street have agreed to the paving proposition. Some of them signed up on the proposition to take advantage of the Bancroft bonding act, which allows them to borrow money for the improvement with six per cent interest added.

In order to take advantage of the bonding act the machinery of the city must be set in motion to make it legal and binding, as the city must become the endorser of the bonds and will be responsible for their payment. No one is obliged to take advantage of bonds, nor is anyone barred from doing so. Thus a few only might defer payment upon completion of the improvement. The law applies to all street improvements if the property owners desire to invoke its aid.

Mr. Stapleton has stated that the proposition to pave the intersection of Powell and Main streets, known as Fountain Square, is assured; that the county commissioners will grant the privilege of paving the fractions of the two streets on the four corners after paying for eighteen feet in width in all four directions. The same committee which will take the other matter before the commissioners next Tuesday morning will present the formal petition of the four property owners who own the corner buildings, and there is the assurance that the work will be done when paving crews of the Oskar Huber plant reach the fountain. That event is some six weeks away yet. Mr. Meyers, president of the First State Bank, has signified his intention of having Powell street paved in front of the bank property, thus completing the improvement as far as he is concerned.

Should the other petition receive favorable consideration the hard surfacing of Main street will continue as far north as may be determined upon, which will most likely be a hundred feet beyond the fair grounds entrance or perhaps farther.

About seven miles of hard surface have been laid on the Sandy Base Line and Powell Valley roads combined and the work is going to the full capacity of the three plants in operation. All of those roads are now impassable for through traffic, the Section Line road being the only one open for travel. It is now the temporary outlet to the Columbia river highway and is crowded with traffic. The travel all goes to Beaver creek where it swings north to the Base Line. The highway is closed to all traffic beyond Latourell and even this side of that point it is necessary to make detours to get through.

Four paving plants of the Warren Construction company are being set up along the highway and will make rapid headway. It is intended to have all the paving done at about the same time, some where near the first of November. Until that time the traffic on all the roads except the Section Line will be more or less obstructed.

### SOLD SEVEN BINDERS IN TWO WEEKS

Hessel's machinery store has sold seven binders within the past two weeks, four of them within the past few days.

The four sent out this week went to H. Holterman at Damascus, Herb Lynch of Gresham, A. G. Horberg and Vetch Bros., both of Boring. The first three bought Deerings, the last one an Osborn. Vetch Bros. have 80 acres to cut and there are other large fields as indicated by the number of self-binders in use.

### PORTLAND WRITER ON VACATION

L. H. Wells, Portland correspondent of the Outlook, who is a staff reporter on the Oregonian, is on his vacation which accounts for the absence of a Portland letter this week. Mr. Wells was out here on a tramp last Wednesday but refuses to write while off duty. He is the oldest writer on the Oregonian in point of service and has seen all the changes of Portland journalism for more than thirty-five years. He gets a regular vacation every summer and his salary goes on just the same.

### A WAR SERMON BY REV. M. T. WIRE

The current issue of the Pacific Christian Advocate contains a war sermon recently delivered by Rev. Melville T. Wire at the Gresham M. E. church, of which he is pastor. Its title, "Building America with Blood," suggests the train of thought uppermost in Mr. Wire's mind and conveys the idea of America as compared with Israel in the text from Micah 3:10, "They build up Zion with blood, and Jerusalem with iniquity."

The comparison is most strikingly set forth in a paragraph from which the following extract is taken:

"The events surrounding the beginning of our country were under the providence of God. He reserved the very continent itself to be the cradle of political and religious liberty. The Renaissance had made a great stirring in the intellectual dry bones of Europe. The reformers had wrought out their Herculean tasks of emancipating religion from the shackles of an oppressive ecclesiasticism. America was provided at the strategic time to be the repository for these great principles and ideas; otherwise they might have been stifled in their incipency."

The above quotation conveys the simile of a plan by the Creator to lead the world out of bondage into the full light of freedom from all oppression. The present war is but one of the means to that end.

### PLANS FOR FAIR MATURING RAPIDLY

Plans for the coming fair are moving forward under the experienced guidance of President Lewis and those who are in closest touch with its affairs.

Enclosing the machinery hall began yesterday under the supervision of Arthur Reed. When completed it will be a commodious room with 16 windows and doors for closing the building against the weather and floor has been taken by several firms to the amount of over three-fourths of its area.

The concession spaces along the Furrow were measured and platted yesterday afternoon. Several of them have been sold and there is no fear that any of them will remain unsold. Nearly all of those who were here last year are coming again.

A beautiful arrangement has been made in the distribution of the floral displays on the grounds in front of the main pavilion. The plants are all growing well and will be at their best during fair week. Their attractiveness can best be appreciated by an inspection, as a description is almost impossible.

### RECENT DEATH OF MRS. JOSEPHINE HOLM

Word has been received of the death of Mrs. Josephine Holm, which occurred several weeks ago at the State Tuberculosis hospital at Salem. Mrs. Holm was a sufferer from tuberculosis for a long time. She was taken to Multnomah Farm for treatment last November and later removed to Salem.

Mrs. Holm was 38 years of age and is survived by her husband and two little boys, the latter being cared for at the Sisters' School at Beaverton. The whereabouts of her husband is unknown. A six-year-old daughter died of tuberculosis at the family home on the Section Line road last fall. It was then that the destitute condition of the family was learned and arrangements were made for their proper protection. One of the two little boys was for a time a patient at the Salem institution, but has returned, apparently cured, to the school at Beaverton.

Mrs. Holm wrote several letters to Mrs. George Pullen and expressed to her deep appreciation of the care she was receiving.

### GEORGE LESLIE JR. TAKES A BRIDE

George Leslie Jr. and Miss Bertha Lahale, both of Portland, were united in marriage last Wednesday. Mr. Leslie's parents, Mr. and Mrs. Geo. Leslie, attended the wedding, also Mrs. A. Hevel and daughter Vivian.

The bride is the daughter of Mr. and Mrs. Adelard Lahale. Mr. Leslie is chief line foreman of the North Bank railroad. The young couple left immediately after the wedding for California, where they will visit the San Francisco and San Diego fairs. They will be at home to their friends after October first in their new bungalow at 150 Baldwin street, Portland.

## INEFFICIENT ORDINANCE WORRYING

### Oregon City Trying to Hamper Stage Line

Oregon City is having a tussle with the jitney problem, and its honorable city dads are up against a proposition that will get more punctures than a bicycle tire on a road strewn with tacks.

Speaking of the matter the Courier of that city says that the efforts of certain influences in Oregon City to "regulate" jitneys so that there will be no profit to be made by automobiles plying between the county seat and Portland may prove quite fruitless, even if freak ordinances designed for this purpose are bluffed through the council.

It is well known that Portland's city government has been having its share of fun with the jitneys of late and has discovered that even if its jitney ordinances hold good they cannot "regulate" the interurban busses.

This discovery was made when the Portland police undertook to "regulate" certain autos that ply on a regular schedule between Gresham and Portland. These cars had not complied with the fanciful provisions of the Portland ordinance and the drivers of two cars were arrested and escorted to the police station. There an attorney employed by the autos in question politely told the police that the Gresham-Portland cars were not jitneys at all, but were public stages plying between Portland and Gresham. They carried no passengers to points within the city limits of Portland, but all their traffic was through and outside haul. And after disagreeable quarrels, the police let the Gresham jitney men go.

Efforts to embarrass the Portland-Oregon City jitneys may bring up a similar situation, thinks the Courier, if the anti-jitney cohorts continue their campaign. The cars that run between the county seat and the metropolis travel about an eighth of a block within the city limits of Oregon City. They do not carry passengers to any point in Oregon City except their terminal stand, and they are, like the Gresham jitneys, public stages operating between the county seat and Portland. And as such it is very doubtful if the city can "regulate" them.

Therefore, concludes our Oregon City paper, it is poor policy to nag the jitneys, and especially if it shall develop, as in the case of the Portland-Gresham cars, that the city has no authority so to act. Better let the poor jit alone and put it up to the county to tax them for the use of the county roads. It will be cheaper and less foolish and in the end will prove the best thing that can be done.

### EXTENSIVE TOUR OVER NORTHWEST

Emil Olsen and daughter Olive and son Roy, and Miss Anna Larsen, returned last week from their extended trip to Western Washington points. They visited the auto races at Tacoma, also visited Seattle, Bellingham, Vancouver, B. C., from which place they shipped to Nanhoo, and drove from there to Victoria. They shipped to Port Angel, from which point they drove to Hood's Canal, Shelton, Olympia and back to Aberdeen. They camped ten days at Pacific Beach just before coming home, having driven their auto a distance of 2723 miles on the whole trip.

Miss Laura Anderson, Mr. Olsen's niece, whose home is at Aberdeen, returned with the party to remain here for a few weeks.

Miss Anderson and Miss Olive Olsen are spending a few days at Seaside.

Henry Anderson of Aberdeen arrived yesterday to spend the summer with his uncle, Mr. Olsen. He will assist with the threshing outfit.

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.

Kill the mole with Comco Gas Balls. The easy way. At Sterling & Kidder Hdw. Co.—Adv.