

AUTOMOBILE SHOW SEEN EVERY DAY IN THE YEAR

Days of the Hitchrack and Stormshed are fast Disappearing

Gresham has an automobile show every day in the year, and eastern Multnomah has a bigger one.

It has been only a little over twelve years since Gresham was an important station on a stage route that had been in existence for thirty years before. It was the meeting point between Portland and Sandy, where the daily stages transferred passengers and mails, each returning to its starting point, thus making a daily trip between the metropolis and the Clackamas county village.

Then Gresham became a railroad town with the advent of the O. W. P. and the Portland end of the stage line was discontinued, but the round trips were made daily to Sandy, D. S. Johnson being the last contractor. About ten years ago the star route was transferred to Boring and is yet in operation with twice-a-day service to Sandy. Boring is the distributing office for all the mail eastward as far as Mount Hood.

First the slow-going weekly mail wagon, then the daily stage coach; later the electric roads and now—Gresham, with an automobile show every day in the week.

While there are no parking rules and no traffic regulations there may be seen a dozen along the curbs. At the same time it is no uncommon sight to see a dozen or more going in all directions with frequently a procession numbering three or four times as many. And on many occasions there are hundreds passing through the town during daylight hours, on their way to or from the mountains or the great Columbia River Highway.

Lastly, the Ford Quick Service and other enterprising individuals have been operating fifty cars every day between here and Portland. There is the most popular exhibit and reflects more than any other feature how transportation conditions have changed within the last few years.

A Dozen Years Ago.

Less than thirteen years ago it took a whole day by stage to make the round trip between Portland and Gresham by stage, and the person from this end of the route had to stay in Portland over night. From the other end the traveler could return the same day with only an hour to spend in Gresham. The fare was a dollar each way for a long time but was later reduced and with the advent of the electric car it was fixed at 45 cents for a round trip ticket. It is now 25 cents on Mondays and Fridays, and there is a prospect that 25 cents will be the round trip fare on all lines, every day in the week, before very long.

Less than twenty years ago the horseless carriage was invented by Elwood Haynes of Kokomo, Ind. His great idea came with the invention of the gasoline engine, and it has revolutionized the transportation systems of the world. Out of his humble beginning has grown a great national industry in which every village plays a prominent part. Horseless carriages and Gresham are inseparably linked in transportation history. Gresham is destined to be more closely linked with that history when the Beaver Motor company begins to turn out its portion of the one million motor cars that are now being required each year to supply the growing demand for them.

It doesn't take a pioneer to harken back to the years when horseless carriages were vague dreams and the hitching rail was the chief ornament of the sidewalks. Back in those days the farmer came to town and one of his first greetings was by the rival storekeepers with an invitation to "hitch."

Some Standing Yet.

In all the country towns the merchant without a hitchrack was regarded as unworthy of patronage, and some of the old relics are standing yet but are seldom used. In the larger city there were a few hitchracks, but many more hitching posts. Their successors today are mostly flags embedded in the cement sidewalks, but they are seldom used as city ordinances require the heavy block of iron with a long strap or rope. The day is fast approaching when horses will seldom be seen in the city streets. They will be kept in the country and

INSTRUCTORS GIVEN FORMAL RECEPTION

A formal reception was given the public school boards, principals and instructors on Friday evening last in the Gresham library. In addition to the teachers of the union high and grade schools the directors of the Gresham district and four of the union high directors were in the reception line, also the clerks of the two districts and the librarian.

An intermittent musical program was rendered by local musicians. Fruit punch and wafers were served by the members of the Women's clubs. The event was under the direction of the Library association, the Women's club and the Women's Christian Temperance Union. About 200 persons were present.

Those in the receiving line were Miss Pearl Durst, librarian; Lewis Yunker, Andrew Brugger, William Hornecker, F. L. Rugg, Union High school director, and K. A. Miller, clerk.

The high school contingent was represented by Principal Elmer F. Goodwin and wife, Charles E. Bee and wife, Miss Struggles, Miss Mary Good, Miss Hazel Cartan, Mrs. V. McCormick, Miss Lettie Gregson, Mrs. Ellen A. Pomeroy, musical director of both schools.

O. I. Neal, Theodore Brugger, A. E. Lindsey, directors, with D. M. Roberts, clerk, represented District No. 4. The instructors were Elmer S. McCormick, principal, and his wife, Mrs. Myrtle Meyers, Miss Florence Fieldhouse, Miss Emma Fuller, Miss Elsie Metzger, Miss Esther Elford and Roy Gibbs.

Two teachers were absent, Miss Mae Hughes and Miss Mabel Arthur of the grade school; also George W. Stapleton, chairman of the high school board.

W. R. C. MEETING LAST SATURDAY

A well attended meeting of the Women's Relief Corps was held at the grange hall last Saturday. Mrs. Hilda Slater, of Portland, state inspector of Women's Relief Corps, was a visitor and inspected the work of the local women. Other visitors were Mrs. G. L. Thornton, Mrs. Sumner Nuell, Mrs. Mary E. Carson and Mrs. Edith Owen, all of Gordon Granger Corps, Portland. A fine dinner was served at noon to the visitors and the old soldiers present. The Relief Corps will give a chicken dinner at the grange hall next Saturday, beginning at 12 o'clock. This will be for the benefit of a home for soldiers' widows and needy members of the Women's Relief Corps, which will be built in Multnomah county in the near future.

The Barometer.

The foreign exchanges are the best barometer that exist for the purpose of indicating whether or not a nation is spending more than it can afford to spend, and the fall in the American exchange clearly indicates the degree of financial pressure.

on the farms, while every farmer will have his auto and business will all be done with the auto truck.

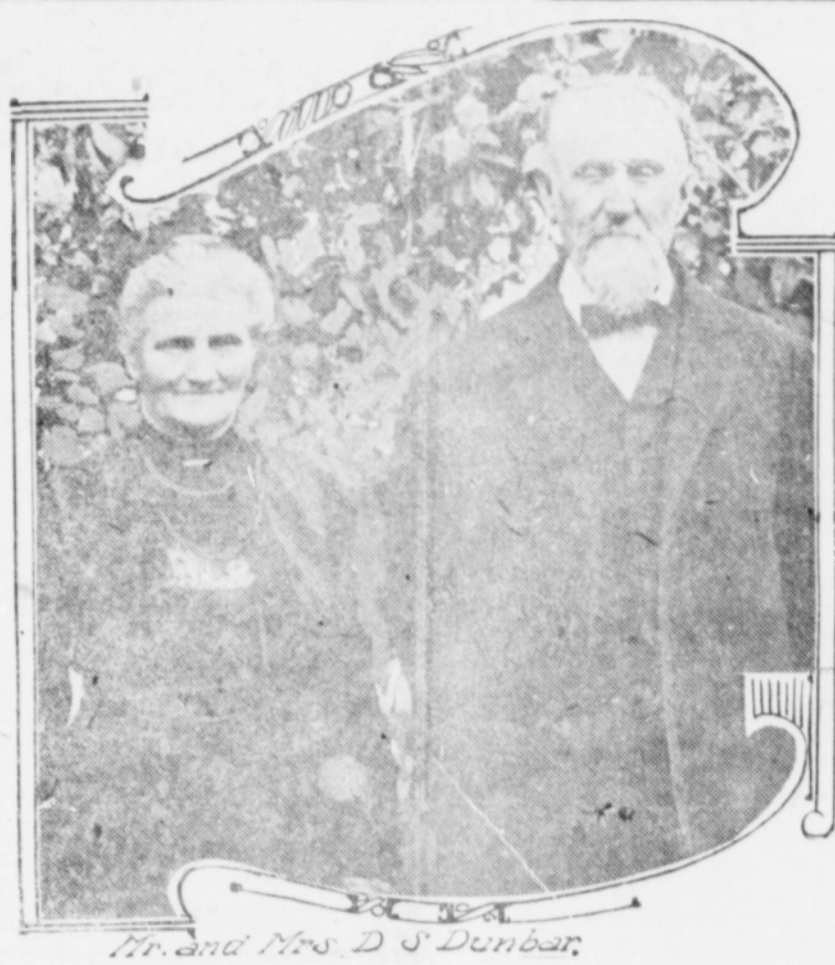
Another Relic Going.

Another feature of country life that is fast disappearing before the oncoming rush of automobiles is the shed or shelter for teams at the rear of nearly every church, grange hall or other public building. Many of them are standing yet, an eyesore to the surroundings but still necessary to a small extent. Of the ten granges in Multnomah county but six have sheds. They are not needed as they once were and are not only out of date to a great extent but are never more than quarter filled on meeting days or nights. A dozen automobiles are seen lined up before each hall and the sheds are nearly empty.

A striking instance of their little need today is noted at Rockwood. Only six years ago Rockwood grange provided a big shed which will accommodate twenty-eight teams. Every stall was filled on several occasions, but for the past two or three years the autos outnumber the teams five to one and more than half the stalls are never filled. That shed cost \$300 and is a poor investment from the standpoint of today. Six years ago it was an absolute necessity.

As the sheds become old and unfit for use they will be torn down never to be rebuilt. There is no shed at the Gresham grange hall, nor is one needed.

The every-day-in-the-year automobile show has changed the transportation picture. "Traders' Alley," the hitching post and the team sheds have lost step with progress.



Mr. and Mrs. D. S. Dunbar.

Two of the most prominent pioneers of western Oregon will celebrate their golden wedding anniversary tonight in Fairview. Plans have been perfected to make the occasion one of the most pretentious of its kind ever celebrated in Multnomah county. The festivities will take place in the city hall, that being the only building in Fairview large enough to accommodate the throng of people that will be present. Many prominent people of Portland and eastern Multnomah will be there to offer congratulations and wish them many more happy returns of their wedding anniversary.

Mr. and Mrs. D. S. Dunbar were married on board the old river steamer Fannie Troupe, at Vancouver, Washington, October 19, 1865. They have always lived at Fairview with the exception of six years, from 1892 to 1898, when Mr. Dunbar engaged in the mercantile business at Goldendale, Washington. They have two children now living, Jesse Dunbar, of Portland, and Orin Dunbar, of Lakeview, Oregon.

D. S. Dunbar is the only one of his six brothers and sisters now living. He was born at St. Joseph, Missouri, July 10, 1844. His father emigrated to Oregon in 1859 and settled on a donation land claim near Fairview. A portion of it is now the Multnomah county farm. Mrs. D. S. Dunbar, formerly Margaret M. Jones, when four years old, emigrated with her father, William Jones, from Indiana to Oregon in 1852. They settled on a donation land claim three miles east of Gresham.

The Dunbar transcontinental train of prairie schooners arrived in Oregon 65 years ago this month, after spending seven months crossing the plains.

Prairie Dogs in Texas.

By an act of the Texas legislature, prairie dogs are declared to be a public nuisance, and each land owner is ordered to kill all the dogs on his land. Should he fail to do so, the sheriff of the county is empowered by law to kill the pests, and charge the cost to the county commissioners, who in turn assess it against the land. Some sections of the Lone Star state are so badly infested with the prairie dogs or gophers that in a ride across the great pasture lands hundreds and thousands of these little animals may be seen, sometimes as many as ten and twelve in one group. The owners have two years to rid their land of the prairie dogs. The burrows are a constant menace to the cattle and horses, which often break their legs by stepping into them.

Dance at Orient.

By Multnomah grange, at their hall at Orient, Saturday evening, October 23. Tickets, 75c. Everyone invited.—Adv. 68

Chicken Dinner.

At the grange hall, auspices M. A. Ross Women's Relief Corps, Saturday noon, October 23. Price 25c.

FOOTBALL

St. Johns High School
VERSUS
Gresham High School

FRIDAY, OCTOBER 22

At 3:30 on High School Field
Prices 15c, 25c. Come Out

Read the Want Ads.

MOTHER AND SIRE WEAVE RACE-TRACK ROMANCES

WORK ON BRIDGE READY TO BEGIN

Work on South Roberts avenue has advanced to the point where all the shoveling and team hauling will be over in about one day more.

Considerable grading is yet to be done near the bridges, but it will be done with scrapers as the distance is too short to haul the dirt in wagons.

Nearly all the material is on the ground for the concrete bridge across the second gulch. Of cement 360 barrels are stored in a shed and a tent ready for use. Two hundred and twenty yards of gravel and one hundred and ten yards of sand are piled on the ground. All this material will be used.

The bridge will be of solid, reinforced concrete. It will be 150 feet long, 24 feet wide and 50 feet high in the center. There will be an abutment at each end and three supporting piers. The concrete mixer is on the ground ready to begin. The water pipes are all being lowered and the next job will be to move the telephone and power wires to the new curb line. New poles will probably be set for both.

South Roberts avenue, when finished, will be the finest residence street in the city.

PLEASANT HOME S. S. ENTERTAINMENT

Don't fail to hear Miss Edna Bertsch, reader from the Gillespie School of Expression, Portland, Oregon, in her story, Miss Philura, combining "The Transfiguration of Miss Philura" and "Miss Philura's Wedding Gown" by Florence Morse Kingsley, Friday evening, October 22, at 8 o'clock in Pleasant Home Baptist church under the auspices of the Sunday school.

Miss Bertsch gave two readings in the community last year and has a host of friends and admirers who will be glad of another opportunity to hear her. Mrs. Karl Hagberg will sing. Admission 25c; children under 10 years free.

The Mirage.

That phenomenon known as the mirage, has always been of interest to travelers. Sometimes even people on the train can get a glimpse of such an illusion. In the Red river valley of Minnesota are occasionally to be seen some of its effects. In the Northern-Pacific guide book, issued by the United States Geological Survey, Warren Upham says: "The mirage, typical of plains, country or the ocean, may be seen in the Red river valley almost any sunny day in spring, summer or autumn. This queer phenomenon makes the high land at the sides of the valley and the tops of the distant trees and houses appear to be raised a little above the horizon, with a narrow strip of sky between. The more complex and astonishing effect of mirage may be seen from the high land on either side of the lake-bed floor. There, in looking across the valley from one and one-half to two hours after sunrise on a hot morning following a cool night, the groves and houses, villages and grain elevators loom up to two or three times their true height and places ordinarily hidden by the curvature of the earth are brought into view. Oftentimes, too, these objects are seen double, being repeated in an inverted image close above their real position and separated from it by a foglike belt. In its most perfect development the mirage shows the upper and topsy-turvy portion of the view quite as distinctly as the lower and true portion. These appearances are due to refraction and reflection from layers of air of different density such as are often formed above a wide expanse of level country in warm weather."

Death of Suttiff Bates.

Suttiff Bates, an old-time resident of Springdale, died at his home yesterday, aged 74 years and 25 days. He was born in Ohio. He leaves a widow and several grown children. The funeral took place today with interment in the Hall cemetery.

Whenever a shell comes screaming in the direction of Polly, a pony now in the transport service at Gallipoli, she stretches out for forelegs, lets her head drop to the earth, closes her eyes, and is instantly "dead." Then when the shell has passed she rises again.

Wonderful son of Altalena and Hal B. Makes them Famous

Mention was made last week of the remarkable performance of Hal Boy on the Lexington, Ky., race-course. This phenomenal horse having been foaled and brought up right here where his mother is still owned it may prove interesting to give a little more of the history of his family.

Altalena, Hal Boy's mother, as was stated before, is owned by O. J. Brown, living on the Base Line road about three miles from Gresham. She was foaled 23 years ago on the Geo. James stock ranch in Washington county with a disposition that was so bad she could not be made to work and was kept for a brood mare. She has produced twelve colts among which are eight well known to the turf, one that has not been started yet and three younger ones that are still unbroken. The entire number is alive today and all are rugged, the last four giving promise of becoming more or less distinguished.

Altalena will rank as one of the famous brood mares of the world, now that two of her sons have so signally distinguished themselves. She has had eight owners, one of whom was Harry Osman who sold her two years ago to Samuel Weiss. Later she became the property of O. J. Brown.

Harry Osman raised all her colts except two, Sunny Jim and Miss Altalena. The eight colts that are now known on the track came in the following order with the track records given herewith: Sunny Jim, 2:11 1/4; Miss Altalena, 2:17; Arc Light, 2:16 1/4; Dan Hal, 2:11 1/4; Hal Boy, 2:01 1/4; Indian Hal, 2:10 1/4; Lena Patch, 2:21 1/4, but with a trial record of 2:12; and May Day Hal who won the Oregon futurity in 1914.

All these horses have been seen on the Gresham race track, and Dan Hal may be seen almost any day on the streets of Gresham, driven by his owner, Harry Osman.

Hal Boy was sired by Hal B., who has a track record of 2:04 1/2, and was bred by Aug. Erickson in Clackamas county. Later he was sold to a Mr. Crane in Portland, who drove him on the streets for two or three years and then gave him to Harry Squires to train. The first year he was trained and in 1913 he started out on the circuit and won \$1260. Then Mr. Crane sold him for the sum of \$2000 and half of his winnings for the remainder of the season. In 1914 he started in seventeen races, winning fifteen firsts and was twice third. His total winnings that year was \$18,000.

This year he was started at the San Francisco fair races three times. In these three races he was once first, once second and once third. Then he was taken to the east and has been racing against some of the fastest horses on the eastern circuits, where he was mostly second until his remarkable performance of last week when he won \$10,000 in a match race.

About one month ago he was bought by Mr. Fletcher from M. Peterson of Omaha for \$12,000. He is entered in four races in San Francisco next month, and the other horses will have to go a merry clip to beat him. Hal Boy is not a large horse, the turfmen call him the pony racer.

Hal B., his sire was raised by Stoney Vaughn at Molalla and was sold to a Mr. Barbur of Williamsfield, Ohio, where he is now standing for service. He is the sire of more than 60 colts. In 1905 the records of some of his offspring induced Aug. Erickson and Paul Wessinger of Portland to send Harry Osman to Los Angeles to buy him. The purchase was made for a consideration of \$7,500. All the horsemen knocked him despite the fact that he made a quarter mile in 29 1/2 seconds hitched to a road cart with two men in it. He is becoming to be recognized as the greatest sire in the United States, and his owner, Mr. Barbur, has opened negotiations for the purchase of Dan Hal of Harry Osman who may let him go.

Despondency.

When you feel discouraged and despondent do not give up but take a dose of Chamberlain's Tablets and you are almost certain to feel all right within a day or two. Despondency is very often due to indigestion and biliousness, for which these tablets are especially valuable. Obtainable at Gresham Drug Store.—Adv.