

FORMER GRESHAM JITNEY MAKES TRIP TO KANSAS

Completes Run in Less than
Eighteen Days With-
out Mishap

Mention was made a few weeks ago of the departure of a Ford machine for Kansas, piloted by Frank and Byron Bell. A recent letter to Charles Latourell tells of their arrival in Kansas and some of the incidents of the trip.

This tour was made by Frank Bell and Byron Bell in a 1914 Ford that had been run as a jitney, covering about 30,000 miles. This car was overhauled at Latourell's Ford agency at Gresham by Frank Bell, then head mechanic at this shop.

There were about \$40 of new parts put into the car. They carried a 9x12 canvas and a roll of bedding five gallons of cylinder oil, a 15-gallon iron drum for emergency gas, two new casings and tubes. A letter from Mr. Bell states that they had no use for the gas tank or tires.

They left Gresham at 1 p. m. on Saturday, September 11, bound for Woodston, Kansas, which is in the north central part of the state. They arrived there on Wednesday, the 28th of September, making the trip in 18 days, and in that time they stopped over twice almost half a day, as will be seen by their daily report.

They took along a full set of tools and a few Ford parts in case of trouble to their own car, and anyone they might help on the road. The grub box was on the running board. Following is a copy of the letter from Frank Bell:

Woodston, Kan., Oct. 15.

Well, here we are, all safe and sound. We got here just at dinner time on Friday. We stayed in Stockton the night before and cleaned up a little before going on to the home folks.

We did not have a bit of trouble, tire or otherwise, except in sand and the like, but we had a splendid time anyway.

Now I will give you a detailed expense account. This is every cent, for I set everything down every night:

Gasoline, 104 gallons.....	\$21.24
Cylinder oil, 5 gallons.....	2.00
Toll at bridges and ferry.....	2.75
Provisions.....	10.00

Total.....\$35.99
Miles traveled by speedometer, 1,805.5; miles per gallon, 17.3; miles per gallon cylinder oil, 360. Bought four dry batteries to start with at Boise, Idaho, because it was so cold in the mountains we could not spin her fast enough to start on the way. Paid 50 cents a piece for them.

It snowed three inches on us at Tie Siding, about 16 miles east of Laramie, Wyoming. It was on the summit of the Rockies they say, although they are not any higher than Government Camp, I believe. I have a map of the United States with all the highways marked, and I will mark exactly the way we came, so that others can follow our tracks. I believe I could take the old Ford and come home in ten days easy, now that I know the roads.

We had a good road book and our speedometer fell short five miles on every hundred every time and here it does the same thing, so I think it is safe to say we traveled at least two thousand or 2100 miles.

It is not nearly the undertaking I thought it would be. We did not use our emergency gas tank once. There was but one place that we worried about, and that was across a desert, 120 miles, without gas, but there was always water every few miles, but not to drink. It was for the radiator.

The old car did not use hardly any water after we got out of eastern Oregon and Idaho. After we left Idaho our road troubles were over, but believe me, I would not go through Idaho again for the whole state. It certainly was fierce. The sand and dust was so deep that the differential would make a regular smoke track, some of the way, and, of course the wind was blowing all the time, and one day it blowed with us and sometimes we would have to stop and wait before we could see to go on.

There were several nights we slept in the car for fear of rattlesnakes in Idaho and Utah.

I only fixed up one Ford on the way. They were having coil trouble; the points were nearly burned off and they were in a bad shape. I sold them two new points and fixed up the others and they were very pleased the way it ran.

DEFENDANTS WIN IN SECOND CASE

Ned Nelson's suit against the Bank of Gresham, Dr. J. M. Short, O. A. Eastman and others in the case of the Co-operative Supply House alleged conspiracy was decided yesterday morning by a jury in Judge McGinn's court after a trial lasting over a week. The verdict was in favor of the defendants on all counts.

The other case against the same defendants was decided in favor of the plaintiff, F. O. Ekstrom, but included only Dr. Short and Mr. Eastman, the others having all been exonerated. The Bank of Gresham came out of the contest with a clear record.

There are two or three others who have entered suit on the same grounds, including all the defendants in their complaints, but it is not a sure thing that their cases will ever be brought to trial. Dr. Short and Mr. Eastman have not made any statement yet as to their intentions to appeal the case brought by Mr. Ekstrom, but it is presumed that they will not settle the judgment of \$1000 without a further contest.

BUTLER-MORROW WEDDING YESTERDAY

Wood Butler and Miss Isabel Morrow were married yesterday at Vancouver, Washington. They were accompanied on their wedding trip by Mr. and Mrs. C. H. Strother, Mrs. R. W. Gibbs and Miss Arlie Gibbs.

Mr. and Mrs. Butler are stopping for a time at the Congdon hotel, but have taken a house on Hood avenue and Third street, where they will go to housekeeping in the near future.

Mr. Butler was busy this morning for awhile treating the "boys" to good cigars, receiving their congratulations and removing suggestive decorations from his auto, which included ladies' shoes, "just married" cards and other reminders of the future.

The Gresham Jitneys sometimes help the electric lines, as was instanced on two occasions lately. Passengers for points beyond Gresham are able to get a train at Linne-mann or Gresham after having been left in Portland. This experience happened yesterday to a man who was anxious to get to Estacada, by an appeal to the driver of one of the Union Stage Line cars.

Old Livery Stable Reopened.

Clarence Irish, for several years past the office manager of the Transfer Livery barn, has severed his connection with that stable, and has reopened the old one on Powell street at Roberts avenue. His long experience and extensive acquaintance will help him greatly in his new venture.

Masquerade Ball.

A Hallowe'en mask ball will be given at Regner's hall on Saturday evening, October 30. Parson's four-piece orchestra. Prizes are offered for the best costume and best sustained character. Admission—gents 50 cents; ladies, 25 cents.—Adv. 17

After that. They were from Indianapolis. At Caldwell, Idaho, we went to the Ford agency and found some Oregon people in charge, Mr. and Mrs. Idleman from Gresham.

We have with us a little folding camp oil stove that works like a charm. It burns gasoline, has two burners and cooks a meal in no time. We got it at Ballou & Wrights before we started.

We have passed through some fine scenery, and in the Blue mountains, some fine pine forests. Have had wild birds to eat and young rabbits. Saw several prairie wolves and shot at some of them, but they were all too far away. We shot a porcupine in Colorado that must have weighed 60 pounds.

When we got into Utah the roads were just fine nearly all the way, except in a few places where it was rocky or a little wet, but we never put the chains on at all, and the tires are almost like new—only a few scratches.

In Colorado the soil is a red gravel and the roads are just like a street. That was where we made time. We had to pay 30 cents for gas in one or two places, but when we got into Kansas we paid from 12½ to 15 cents all the time.

ANNIVERSARY HONORS GIVEN OLD PIONEERS

More than two hundred people were present in the Fairview city hall last Tuesday evening to join in the celebration of the fiftieth wedding anniversary of Mr. and Mrs. D. S. Dunbar. They came from Portland, The Dalles, Hood River, Forest Grove, Canby and many points in eastern Multnomah to do honor to one of the best known pioneer couples in this part of Oregon.

An appropriate program was rendered as follows: wedding march played by Miss Douthitt; song, "When You and I Were Young," by Mrs. A. M. Stone, accompanied by Mrs. William Benecke; a song by William Benecke, Jr., adapted from "Our Golden Wedding Day"; address by Dr. A. J. Joslyn of Canby; song, "Spring is Coming," by Miss Olive Zimmerman; readings, "An Old Sweetheart of Mine," and "The Golden Wedding," Mrs. Ingalls of Portland; songs, "Silver Threads Among the Gold," and "When Song is Sweet," Miss Eva Townsend; piano solo, Mrs. Dixon; reading, "The Courtin'," Mrs. Anna Heiney; responses by Mr. and Mrs. Dunbar; address by Dr. C. E. Cline of Portland and song, "Blest Be the Tie That Binds."

Congratulations followed the program. Those in the receiving line were Mr. and Mrs. Dunbar, J. A. Dunbar, Mrs. Clara Dunbar, Dr. and Mrs. Joslyn, Dr. and Mrs. C. E. Cline, Mrs. Eliza Stone, Mrs. Julia Snover and Mrs. H. M. Shaw.

The relatives present included Mr. and Mrs. J. A. Dunbar and children, Mrs. Clara Dunbar, Mrs. Anna Heiney and children and Miss Calla Heslin all of Portland, Mr. and Mrs. W. A. Johnson of The Dalles and Dr. and Mrs. Joslyn of Canby.

Luncheon was served in a large store room on the first floor of the city hall, where tables were set, seating about 75 at a time. Both dining room and hall were tastefully decorated with autumn leaves and yellow blossoms.

Among the many beautiful gifts received by Mr. and Mrs. Dunbar was a silver fruit dish, gold lined and appropriately inscribed, from their neighbors. They also received \$40. in gold.

NEW MILLINERY STORE OPEN FOR INSPECTION

Mr and Mrs. Wood have settled down to doing business in their new location in the Regner building and are filling their store with a full line of millinery and gentlemen's outfitings. They are selling agents for anything a man or woman needs to wear in addition to the stocks on hand.

Other lines are being installed including pianos and other musical instruments as well as a standard sewing machine. They will be glad to meet all their old customers as well as prospective ones in their new place of business whether intent on buying or merely on an inspection visit. Their store will be a model of neatness and superiority in all the different lines they represent.

Estimates of the expense of bringing a 2000-ton freight train, traveling at the rate of twenty-five miles an hour, to a full stop and then regaining a like speed, were recently made on a southern railway. Placing the cost of fuel at \$3 a ton, the expense is 61 cents. Of this amount approximately half is fuel cost; a third, depreciation in the brakes and auxiliary equipment, and a sixth, time lost by the crew.

The construction of the Panama-Pacific exposition required 130,999 feet of sewer pipe, 850 tons of high pressure water mains, 420 tons of low-pressure water mains, 135,000 cubic yards of macadam, 361,000 square yards of asphaltic pavements, 8,000 cubic yards of concrete, eight miles of electric duct, 70,000 feet of high pressure gas main, thirty-three miles of electric cables and overhead power lines, 400 miles of telephone wire, 6,200 tons of bolts, rods and plates, 3,500 tons of structural steel and 800,000 feet of timber piling.

Chicken Dinner.

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

Metzger Bros. are advertising "gingersnap specials." There is so much ginger in their ad that they will be snapped up pretty quick.

ROAD MATTERS INTEREST CITY OF FAIRVIEW

Interest is being revived in the proposed hard surfacing of the road from Gresham to Fairview, but the greatest interest is centered in Fairview at the present time.

Some of the citizens of that place are undertaking to start a new campaign for signatures to the petitions circulated last spring and are asking the co-operation of Gresham people as well as all others.

The petitions that were signed up were never presented officially to the county commissioners, but were held up by request to await the collection of a new road fund with the suggestion that the work would be done next summer.

The ideas of the Fairview people is somewhat in advance of the Gresham taxpayers this time, but the same petitions may be used for more signatures, and others like them may be circulated so as to secure a larger number of new names before the end of the year, or when it may be deemed best to present to the county commissioners.

In this connection it may be again stated that a suitable name for the road between Gresham and Fairview has not been selected yet. There are nearly a dozen suggestions on file in the Outlook office and more are requested. There has never been any hurry about the matter but it will have to be closed up some day and those having good suggestions are invited to send them in as soon as possible. A plan for selecting the name will be announced later and the one whose name is chosen will get the prize of a year's subscription to the Outlook and all the glory that goes with the selection.

HISTORICAL BUILDING BEING DEMOLISHED

One of the oldest buildings in Oregon is being torn down at Milwaukie. Concerning the building and its destruction a correspondent says:

After standing on the banks of the Willamette river for the past sixty-five years, an old landmark even in pioneer days, the three-story building owned by A. E. Keck, is being demolished. It is one of the historical structures of Oregon. It was built by Bishop Morris in 1850, at a time when Milwaukie was a more important place than Portland. It was used as a seminary for about eight years, when it was converted into a hotel. In 1868 General U. S. Grant stopped at this old hotel.

This building was the meeting place of pioneers from all portions of western Oregon. It has been used for many purposes, including a newspaper office.

There are two apparent errors in the above statement: The building was erected by Bishop Scott of the Episcopal church and was the beginning of the Bishop Scott grammar school. General Grant was not here in 1868, as he was just making his first campaign for the presidency. It is very likely, however that he stopped there when he was stationed on this coast as a lieutenant with headquarters at Vancouver. He was known to make the trip to Oregon City on several occasions, passing through Milwaukie.

P. H. Galee, of the Netherlands meteorological institute, has apparently established an interesting relationship between variations in the strength of the northeast trade winds and fluctuations in water level in the North and Baltic seas. Means derived from the readings of tide-gauges on the shores of these seas show an annual period in water level, with a maximum in autumn and a minimum in spring, the range being seven inches. These variations, according to the Scientific American, may depend upon variations in the strength of the north Atlantic current, or gulf stream drift, which, in turn, depends upon the strength of the gulf stream, while the latter appears to be related to the strength of the trade winds.

On August 28, 1859, G. L. Drake, while driving an artesian well, struck oil. Although petroleum had been known even in ancient times, Drake's was the first oil well. Ever since his time petroleum has been an article of commerce. The idea of the pipe line suggested itself as early as 1869 to J. D. Karns and Hutchinson. Their attempts at piping oil were not very successful. The first really successful pipe line, says the Scientific American, was laid by Samuel Van Syckle in 1865. Another pipe line was built by Henry Harley at the end of the year, and the success of the principle was demonstrated by him.

BUDGET-MAKING RESULTS NO RELIEF TO PORTLAND

FILBERT CULTURE IS SATISFACTORY

Filbert Hill, the farm home of Mr. and Mrs. Percy Giese, is an interesting place because of the great variety of plants grown there. The fruit trees include apricots and peaches, besides the more usual varieties, all of which seem to thrive on that soil. The nuts on the farm include almonds, walnuts, chestnuts and filberts. This article has to do especially with the latter.

Seven years ago Mr. Giese planted an acre of filberts as an experiment, using several varieties for the purpose. He has watched them carefully and has studied their habits of growth and pollination and the diseases to which they are subject. Professor Bass of the Oregon Agricultural College visited Mr. Giese's planting a year ago and considered it one of the best in Oregon. So far the growing of filberts has not been considered a financial success but it is probable that they will become so as a result of investigations now going on.

Filberts grow on a tree something like a prune tree but more spreading. They are most easily started by planting suckers from the tree. The ground should be kept in a fine state of cultivation. With care the trees begin to bear at about four years of age, and come to maturity at about twelve years. About half of Mr. Giese's seven-year-old trees have commenced bearing and this year yielded 800 pounds. The nuts are large and delicious.

HIGH SCHOOL GIRL HAS RATTLING IDEA

It has been suggested to the Outlook reporter that "Fire Prevention Day" should be observed in the Gresham schools. In looking the matter up the reporter was favorably impressed and began rustling about for suggestion as to the proper observance of the occasion and how best to empty the school buildings in case of fire should break out during the winter and cut off all egress from the stairways.

The children seem very much interested and one bright girl has a plan that should be given a trial. It has the merit of being seasonal and if properly carried out would probably be effective and valuable in real cold weather when overheated buildings are likely to catch fire. It might be of no value in warm weather, but then Fire Prevention Day could be pulled off when the mercury is down to zero.

The bright girl referred to says her plan is to have a glass of water handy on each desk and when the alarm is given the pupils are to pour the water out of the windows and slide to the ground on the icicles.

Obituary.

Mr. Sutliff Bates was born in Akron, Ohio, September 23d, 1841. He moved to Michigan when five years of age. He enlisted at the age of 21, served his country in the civil war two years and one month.

Mr. Bates was married to Miss Orrilla Fisk in 1865, and moved to Kansas in 1878, coming to Oregon in 1889 where he remained until his death October 18, 1915, aged 74 years and 25 days. The eldest daughter, Mrs. Anna Thomas lives in Kansas. His wife and two other daughters, Mrs. Etta Bell and Mrs. Alta Crowston and two sons Frank E. and Harley A. Bates reside near Springdale, Oregon. His only sister Mrs. Adella Hewitt lives in Portland.

Card of Thanks.

Mrs. Bates and the members of the family desire to express their sincere thanks to all the friends and neighbors for their sympathy and kindness in this their hour of bereavement and sorrow, and for the choice array of flowers that covered the casket during the hour of service and that now rests upon the grave in loving remembrance.

Unneutral Matter Not Mailable.

Postmistress McColl, of the Gresham postoffice, has received instructions from Postmaster-General Burleson to treat as unmailable envelopes or postcards bearing stickers containing the words, "Gott Strafe England," or a picture of the German escutcheon with a red blot labeled "Laisitania," and inscribed "The blot that won't come off," on the ground that they are unneutral and calculated to reflect on certain classes of persons.

Public School Buildings and Christian Church in the Spotlight

By L. H. WELLS.

PORTLAND, Oct. 20.—Special.—Portland is in the throes of budget-making, and the results so far are not encouraging to the ordinary taxpayer. What little trimming that has been done will not give any perceptible relief to the Portland taxpayer, only a few thousands having been lopped off here and there, while the greater expense remains untouched. Behold in the midst of depression, some of the commissioners are insisting on an increase of the salaries of many of the men who are already paid more than they can earn in any private capacity. Commissioners Baker and Bigelow are the men who are taking a leading part in this economy movement, while Mayor Albee, Commissioners Deick and Daly are insisting on salary increase at a time of depression. The department of the city engineer is loaded up with officials who have little or nothing to do, and why they should receive increase in salaries is not explained by any course of reasoning. Commission government is on trial and the commissioners themselves are on trial in Portland. A little trimming will not satisfy the people of Portland. Nothing but a slash that will lop off at least \$500,000 will satisfy. If this is not done the people will be reckoned with. There are mutterings of discontent heard all along the line. I believe that Commissioner Baker is the coming Moses in Portland, who will lead the people out of the present financial tangle. They like Baker, for the reason he does things. He talks plainly. Since his election Baker has stirred things up and he keeps stirring things, and that is what the people want to see. Baker has a future in Portland. The whole city is stirred up and the people are watching this budget making with cats' eyes, and they will not be fooled by any little trimming that may be done.

There is quite a row in progress over the use of the assembly halls of the public schools of frame construction, which culminated Monday when the fire marshal refused to permit a mass meeting of the use of the assembly hall of the Creston school. This meeting was held in a narrow hall on the first floor under very uncomfortable conditions. The last legislature passed a law making public schools of the state community centers, and a little fire marshal comes along and neutralizes the law—upsets the mandate of the state legislature. Why should not the people use the assembly halls if they want to take the risk? None at all.

Names for the proposed new Hawthorne schoolhouse, to be built on the Nicholson site, East Sixteenth street, will be received by the Hawthorne Parents-Teachers' association from all sources. The association will make a selection, and will then recommend that it be adopted by the board of education. Several names have already been suggested, but a great number is wanted before the association makes a selection.

"If the board of education should decide to select the name of some resident who has been active in the affairs of this city for the last half century," said a resident, "I would suggest the name of Joseph Buchtel for the new building. It may not be known, but the fact is the possession of the present site of the Washington high and Hawthorne schoolhouses by the district today is due to Mr. Buchtel. When these blocks were bought they were in the timber, and few thought that such grounds were needed, but Buchtel looked forward to a great city, and at the meeting where the two blocks were purchased Buchtel was there organized and overcome a very strong opposition, who wanted to purchase a lot 100x100, which was considered sufficient. Buchtel worked for several weeks to secure these two blocks, and the purchase was carried by a small majority. I may be strange to relate the man after whom the building is named was leader of the opposition to the purchase of the two blocks."

The Central Christian church congregation, which erected and occupied the \$80,000 stone church at the corner of East Twentieth and East