

TWICE A WEEK

GRESHAM OUTLOOK

TUESDAYS AND FRIDAYS

VOL. 6, NO. 22

GRESHAM, MULTNOMAH COUNTY, OREGON, TUESDAY, MAY 16, 1916

\$1.50 PER YEAR

PROHIBITION VIOLATIONS PROSECUTED

In last Sunday's Oregonian a two column statement appeared under the heading "Liquor Use is Cut 95 per cent."

Don't worry; it is further stated that this amount is less than 5 per cent of the estimated average spent last year under the wet system.

It is estimated that the Weinhard brewery alone, in eight days, could supply Portland with beer for a whole year, at this rate.

What has brought about this gratifying condition in Multnomah county? It was our splendid prohibition law, energetically enforced by our present sheriff, Thos. M. Hurlburt, and thoroughly prosecuted by our untiring efficient Watter H. Evans.

We owe it to ourselves and families to re-elect both of these gentlemen, whose record we have before us. We need such men in Oregon's banner county to stimulate and put backbone into officers in other parts of the state.

One other office that affects prohibition and our homes—congressional candidates: Judge E. V. Littlefield says: "I believe in the fullest application of the Oregon System. I shall therefore, if elected support the reference of the National Prohibition amendment."

Our present Congressman C. N. McArthur says: "In regard to the Hobson amendment for National Prohibition, I beg to advise that I shall oppose it OR ANY OTHER AMENDMENT of similar import which may come up for vote during the 64th congress."

The state of Oregon with its 37,000 majority dry should have a representative who is in sympathy with prohibition.

This article entirely unsolicited. G. W. HONEY.

REPUBLICAN RALLY BEST OF CAMPAIGN

Friday evening's rally of republican candidates was considered the best one of the present campaign by the eight candidates who spoke in Metzger's hall to a large audience.

Mayor Stapleton presided and introduced successively the speakers after a short address by Judge Morrow. The candidate speakers included Judge Kavanaugh, State Senator Conrad P. Olson, Fred A. Jacobs, Ex-Judge Littlefield, Robert Tucker, Frank S. Grant, D. B. Sigler, and Herbert Gordon. Mr. Olson, for the state senate, promised active support for the county fair.

All the others were profuse in making promises of economy in their administrations if elected. Judge Kavanaugh refuted some of the stories circulated by another candidate and branded them as false in every particular.

Judge Littlefield, for congress, scored Lafferty's last grant position, differed with McArthur on prohibition and promised his support to a nation wide prohibitory law.

DRUGGISTS' CANDIDATE FAVORS PROHIBITION

It is understood that there is a movement on foot to amend the prohibition law at the coming session of the legislature allowing the druggists to sell liquor on prescriptions.

This is objected to very strongly by the druggists themselves and they were responsible for the elimination of this provision from the present law.

They are putting forward a candidate for the legislature on whom they depend to see that the law is not changed.

Mr. S. A. Matthieu, popularly known as Al Matthieu the druggist, has had a wide experience and is a large taxpayer here and in Marion county and is also interested for that reason in a clean economical legislature.

Mr. Matthieu, is a son of the late F. X. Matthieu, one of the founders of the state, and we are sure of an honest effort to serve all the people and above all he is thoroughly competent.

BEAVER STATE MOTOR COMPANY BUILDING THREE MODEL AUTOS

Plans Maturing for the Production of Automobiles on a Scale Commensurate with the Intentions Announced Two Years Ago--Buildings and Other Improvements now in Progress--New Railway Station on Mount Hood Line.



PLANT OF THE BEAVER STATE MOTOR COMPANY, GRESHAM, OR.

Reference was made in the Friday issue of the Outlook to the talks made at the dinner of the Commercial club by P. A. Combs, president of the Beaver State Motor company and Frank McCrillis, financial agent, concerning the prospects of the plant and its probable future.

The addresses made by those two gentlemen were optimistic as to the possibilities of the enterprise and dealt somewhat with the trials that had beset the company and the troubles that had been overcome in the two years of endeavor to build up a business that meant so much for Gresham, and in a lesser degree for the entire Northwest. They found that their present efforts are beginning to be appreciated and that there is an enthusiasm being manifested that shows an awakening to the possibilities in sight.

Their story of what the company is doing was a grateful compensation for the long waiting, showing that Mr. Combs, with his pluck and determination is building up a lasting business which will be Gresham's greatest enterprise.

Those two after dinner speeches were the incentive for a further investigation by the Outlook of the plans already consummated and those in prospect for the near future. When it is realized that the delay in assembling automobiles here, as planned at first, has been due to the European war, the fact that other work was taken up in the form of by-products is a lasting credit to the enterprise of Mr. Combs and his associates. Yet it may be said that their plans will be modified to the extent that instead of merely assembling some of the purchased parts of an automobile, making only the body and top, they will manufacture complete cars. Three model cars are now well under way. When the time arrives that steel and other products that go into the make up of cars can be had again at a reasonable price the Beaver company will be ready.

The three cars now being built will be finished in September or early in October. They will be the 1917 model, eight-cylinder, and will be the pattern from which others are to be made for next year. When the three cars are finished it will be an easy matter to make others in quick succession, as every drawing, pattern and the tools for their manufacture will be at hand for the reproduction of as many automobiles as can be sold.

As told two years ago, they originally intended only to make the bodies and do the upholstering and painting here for a time preliminary to the ultimate manufacture of all component parts. That idea has long since been lost sight of and the work that has been done and is being done, as a steady progress toward the manufacture of completed machines made entirely at home.

Mr. Combs and Mr. McCrillis told much more in their talks than can be repeated here, but one item in particular shows what the factory can do for itself and why it is being made possible for Mr. Combs and his associates to make the plant a real automobile factory in every respect. The war has been a blessing in disguise, for it has thrown these men on their own resources to the extent that they have realized on the story of the ransack boy who "made the tool and the tool that makes it."

For the manufacture of automobile engines it became necessary to have a cylinder and cam shaft grinder. Combs tried for months to get

one from the East but it was found impossible to buy one at any price. He then determined to make it himself and set to work. Under his direction the drawings, patterns and castings were made without a model to go by. The machine was completed and set up and is now in use and is doing perfect work. It stands between two other machines made in the East that cost over \$2000, and an expert could not tell that it was home made. Nor is that all, for the cost was so much less than if it had been bought in the East that over \$1000 was saved to the stockholders. This story is typical of the economy practiced in the Beaver plant.

It has been said that "necessity is the mother of invention." That saying has been the incentive that is bringing about the determination to not only make automobiles here fully completed, but to make the necessary tools that will make the necessary parts to enter into their construction.

That incentive was the cause that led to the erection of the new foundry which is just completed and is being used, though it is not entirely finished yet. That is, the crane is not yet in position and the malleable iron furnace, which will make the foundry the only one of its kind west of the Mississippi river, is yet to be added. When that is done the factory will be equipped to do work that has never before been done on the Pacific coast.

Malleable iron enters into the construction of many machine implements. Railroads use malleable parts extensively. All automobiles use certain parts that cannot be substituted by any other casting. Heretofore malleables have been made exclusively in the East, bringing the cost up to unwarranted figures that cause people to complain of their excessive price. It will soon be possible to make such castings here in Gresham.

When it became known that a malleable iron foundry was to be built there came immediate enquiries and offers to make contracts. One great railroad system was anxious to take the entire product and other firms tried to place orders for delivery from three to six months ahead. So far no contracts have been accepted, for the principal reason that the foundry is not finished and by-products are not permitted to interfere with automobile advancement. After awhile it may be different.

In addition to the machine that has been mentioned, a large percentage of the tools used in the factory have been made right there with a saving of fully 75 per cent on the cost of the same tools in the East. This has been possible because Mr. Combs is a genius at doing such things. He knows just what he needs, and he makes it himself or has it made under his personal supervision.

The reason that motor cars have not been made as originally intended was because of the war. This has been told before, but the Gresham public had never been able to get a clear understanding of the situation. Eastern factories that were to furnish steel and other material found it more profitable to make war munitions than to fill the orders of any but the big concerns of long standing sufficiently strong financially to force deliveries and with many of which they had heavy contracts extending several years ahead. It thus became impossible to get the material and parts needed here. But to keep faith with the stockholders and investors in the company, and to make it pay its own way during the period

of depression, it was determined to begin in a small way and work up to the point where it would be an easy transition to expand. With that idea in mind the factory started to work about eight months ago making automobile parts, and in addition to them, gasoline engines, drag saw outfits and other work. The enterprise was a success from the start, because of the excellent work turned out. From one man at first there is now a payroll that amounts to \$33.50 a day and will increase rapidly from now on.

Mr. E. T. Fetch, the factory superintendent, has shown the faith of his convictions in remaining with the Beaver plant during the past year when Detroit is enjoying the most prosperous period of its history, and he naturally longed to be in the thick of it. He grew up in the great Packard plant in Detroit, where he was at one time the head of a crew of 1500 men. He was the first man to cross the American continent in an automobile and could get work in any automobile factory in the United States. He is not a quitter hence his present mood of "watchful waiting" for the realization of his aspirations.

It is asserted that Mr. Combs has in the company's employ one of the best draughtsmen in the United States. The other heads are all experts in their respective lines and are making sacrifices for the general good. After the foregoing was written from notes taken at the Commercial club banquet an Outlook representative visited the factory for a personal investigation. He found that every statement made in regard to the work being done was absolutely correct, and noticed that there was a spirit of enthusiasm pervading the plant that seems to have come from the optimism of the people of Gresham and vicinity, so manifest since the banquet of last Friday evening. An infection of good will is now paramount and it is spreading. Home people are boosting as never before, and are confident that their hopes are to be realized.

Such is the reputation already gained by the factory, that coast men are patronizing it for foundry and machine work whenever Mr. Combs can be induced to undertake it. One instance noted is that of a man from eastern Oregon who wanted a traction clutch made after the Beaver patents. It was impossible for him to get it elsewhere but it was delivered to him from Gresham at a price slightly above \$200. Another order of thirty stationary gas engines was recently offered the company. While the order was not accepted at the time a sample engine was designed and cast and is now ready for the finishing touches. In all probability Gresham will get the benefit of this order also.

It has been mentioned that the foundry is not completed yet, which statement is true, although the new building is being used, and so far as casting iron, steel and the finer metals is concerned it is complete, but the malleable iron furnaces have not been installed yet. They will be placed in position within the next 60 days, together with the boiler rooms and boiler for the plant's heating system.

A crude oil tank is being installed which will hold a full carload of oil, and this week a new building will be commenced nearly 100 feet in length for the cluder mill and the storage of coke, pig iron, sand, etc. It will be located just north of the

new foundry. The new steel water tower has just been finished with a tank 60 feet above the ground. It will be a bright red and on it will be painted a sign in black letters: "Beaver State Motor Company." A station has been established on the Mount Hood railway just opposite the plant, and a convenient platform will soon be built, where the cars stop. Eventually there will be a covered waiting room for the accommodation of passengers.

It is related that recently, while making an excavation, a deposit of excellent moulding sand was discovered close at hand. An investigation shows that the deposit is ample for a long time and of a better quality than has been used heretofore from other sources miles away. The last vestige of the old farmhouse, built half a century ago by the late Dr. J. P. Powell, will soon disappear. It's site will be covered by the new office building and just at its rear will be located the malleable iron furnaces and boiler plant. It will be gratifying to know that the big maple tree that Dr. Powell planted more than 50 years ago will not be disturbed. It will stand as a monument to the first owner of the land and as Gresham's most famous relic of the days of the pioneers. It stands on the half acre recently purchased, but it's pioneer companion, the old home, remains only as a memory.

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FIRST CANDIDATE UNDER NEW SYSTEM

Six hundred fourteen of the total number of nine hundred delegates come from states having direct primaries.

This is to be the first National convention held by any political party wherein a majority of the delegates come from states having primaries for the purpose of instructing delegates and expressing their preference for President of the United States. This state was pioneer in advocating direct primaries and preferential vote. Instead of being "freak legislation" it has been adopted by most of the northern states the convention system still prevailing in the solid south. The Republican party in Oregon now confronts the question: "Shall her delegates to the National convention obey the wish of the people as expressed in the primaries or shall they be sent un-instructed and delegated to do the thinking for the Republican party of the state of Oregon?" thus the Oregon system is on trial.

"The choice of Oregon Republican voters will receive my undivided support" is the platform of David E. Lofgren, candidate for delegate to the Republican National convention from the Third Congressional District, comprising Multnomah county. Lofgren was the first candidate from this District to announce himself unequivocally in favor of the man receiving the highest number of votes at the primaries, May 19th. He favors planks in the Republican platform declaring for National Equal Suffrage, Revision of Tariff by Commission, and a Budget System in the business of the government. His number on the ballot is 30.

GRANGE CIRCUS WAS A GLITTERING SUCCESS

The burlesque at Rockwood, called a circus by courtesy, was the most successful affair from an attendance standpoint ever pulled off there. About 300 persons paid an admission fee and were entertained until after 12 o'clock in various ways.

The "circus" consisted of Mrs. Green's trained pony and a "menagerie" with red lemonade and a doll rack on the side. The wild beasts were rather tame but had fierce names. The Honess and cubs were represented by an old tabby and her kittens; the polar bear was a spitz dog; guinea pigs masqueraded as hyenas; and a sand turtle was labeled as a sea serpent.

Numerous candidates were present, and some of them made short speeches. The "nigger" minstrels were good burlesques and the evening closed with dancing. The net cash results were about \$100.

A. A. Bouquet, head of the vegetable department of Oregon Agricultural college and M. O. Evans, Jr., assistant state leader of county agricultural work were in Gresham yesterday conferring with County Agent S. B. Hall. Mr. Bouquet and Mr. Hall spent the afternoon visiting gardens and investigating insect troubles.

HURLBURT CAMPAIGN FEATURES

Sheriff Hurlburt has introduced a novel feature in his campaign for re-election. Instead of delivering long speeches at the meetings he attends, he simply gives his hearers a glimpse of some of the constructive things he has done during his 18 months in office and then puts himself on the witness stand to be quizzed by his audience.

For instance, at Gresham the other day, where he spoke to two gatherings. One of the women, Mrs. Clannahan, wanted to know about the way the sheriff conducted the women's department of the county jail. The sheriff told how he had changed the methods used in the women's branch of the prison.

The women prisoners are entirely separate from all others and under the sole and direct management of women matrons, appointed on the recommendation of the women's organizations of Portland. Instead of one visiting day a week as formerly, he permits reasonable visiting at all times, virtually.

"Sheriff, how long have you been in, and did not your opponent have the office six years?" inquired Mr. Honey in the meeting.

"I was elected by the people in 1914," replied Sheriff Hurlburt, "and have been in office since January, 1915, just about 18 months. Yes, my opponent had three terms—six years."

"What changes have you made in the county prisons?" wanted to know another in the audience.

"The prisoners all get clean, wholesome and ample food, well cooked; I have put in the 'honor system' at Kelly Butte, where prisoners are sent to break rock; also the reward-for-service plan, whereby the prisoners are paid a small amount a day for efficient work. This is given them when discharged. They then have a few dollars as an aid to honest work."

"Sheriff I want to congratulate you on the new method installed in the tax-collecting department," said Frank L. McGuire, real estate man, at one of the downtown luncheons he attended yesterday. "If you had done nothing more than that during your 18 months in office, the people ought to re-elect you."

The speaker then pointed out how a taxpayer may get his or her statement immediately on asking for it at the courthouse and how he or she may attend to this duty in five minutes, whereas it used to require from a half to an hour or more.

"I have gone on the theory the people elected me to attend to their business and to save them time and money," said Sheriff Hurlburt at the luncheon. "One of the first things we installed was the new system of collecting taxes. It has worked well and everybody seems to like it. I know we have collected more taxes and with less trouble and expense."

Putting himself on the witness stand at a meeting on the Peninsula the other evening, one of the women wanted him to explain about the jails and to know how the experiment had panned out at Kelly Butte.

"My plan," answered the sheriff, "has been simply to put a little sunshine into the prisons. Because a man or woman is in jail ought not to bar him or her from consideration. Humane treatment can't hurt anybody. It does help. And it can be done without interfering with proper discipline. One of the practical results is found in saving the county about 50 per cent on its crushed rock, which we have done at Kelly Butte during the first month it has been under the sheriff's office."

Perhaps the first time on record on the Pacific coast, prisoners in the county jail here last week held their kangaroo court and adopted resolutions urging the re-election of sheriff Hurlburt.

The prisoners at Sing Sing prison, New York, voted for the retention of ex-Warden Thomas Mott Osborne, of that institution. That seems to be the only other instance where inmates have so expressed themselves. It is a unique thing. Humane treatment is responsible.

Mr. and Mrs. Arthur Regner, accompanied by Mr. and Mrs. H. L. St. Clair, made a trip by auto to Salem and return on Sunday afternoon. The round trip of 124 miles was made between 1 and 8 o'clock and an hour was spent in Salem. Mrs. Regner remained for a few days' visit with her sister.