

GRESHAM OUTLOOK

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Our Subscription Rates

One year, \$1.50
Six months, 75 cts.
Three months, 50c.

Advertising
Rates reasonable
Our representative will call.

Phone 701
The Linotype
Way is the Way
that Wins.

Official paper of the Town of Gresham, Oregon.
Official paper of the Town of Fairview, Oregon.

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TO OUR SUBSCRIBERS.

We want your renewals, by all means, and assume you want the Outlook, but it is necessary that you notify us to continue your paper beyond the time paid for.

Of course, we know you are good pay and are willing to trust you, but like all other self-respecting and successful papers we must have our subscription list paid in advance so far as possible.

This is a new policy for the Outlook which is being inaugurated at the beginning of this year.

Due notice of this change of policy has been given by personal notice and repeated announcement in the paper.

Now don't call us down for adopting this wise and necessary policy for it is for your good as well as ours.

Please look at the date on the label of your paper—do it now. If you have any question as to the correctness of the date to which you are paid, as indicated by the label, give us a chance to correct any mistake.

WEATHER WORDS.

When the heavy clouds of fog overhang a city and the smoke of a thousand chimneys fill the air the weather bureau grapples with the situation and coins a new word. When it finds that the old words fail to meet its needs, it makes new ones to suit.

Every opportunity is given to the old words to prove themselves innocent of incompetency without being mutilated or hyphenated, but when the weather bureau gives up in despair it simply starts a new word out to do the work singly and alone.

In the case of the word "smog," now in use, but not in the dictionary, it was not a standard word that failed, but a new condition demanded a new word. That condition was brought about by the tendency of cities to fill the air with clouds of dirty smoke. Under certain conditions it was found that this smoke took the appearance of fog. Sometimes it was held in suspension by the fog. In this case it was neither smoke nor fog that shut the sunlight out, but smoke filled with fog. Hence the invention of the short and expressive "smog."

Now the weather bureau finds that the word "sleet" is not specific. A "silver thaw" is a misnomer; so for want of other words with which to draw fine distinctions, sleet has been made to accommodate itself to a variety of weather conditions. Henceforth sleet will be officially known as small globules of rain frozen before striking the ground.

When rain freezes after falling, forming a glassy coating on everything exposed, the condition will be called "glaze," and when it is severe and accompanied by a high wind it will be called an ice storm. Thus when the weather man has reason to believe that a rain will be followed by a quick drop in the temperature, he will indicate the probability by a glaze, and the horseshoes and skid chain dealers can prepare accordingly. It describes a condition with which everyone is familiar, especially the telephone companies.

This is a normal and sensible way to make a language useful. It has much to recommend it in preference to the German idea of hyphenating or joining words together, an idea which has never appealed to Americans. Otherwise, instead of adopting the French word "garage," we would be saying "automobilestable."

New urban population statistics show that farmer boys are still going to the big cities to earn enough money to buy a country place but it is not shown how many of the boys accomplish their purpose.

So discourteous has Caranza become in various ways that there is not much hope of his showing his gratitude for recognition by going up to Washington and marching in the inaugural parade.

The old saying, "If I were in your shoes," always refers to impossibilities.

THE BIRTH RATE.

In a republic like this it is not at all surprising that each decade brings forth some new man from the comparatively uneducated classes to become a dominant figure in national affairs. But such men do not seem to have perpetuated themselves to any great extent by bringing forth anything beyond mediocrity in their descendants.

It is noticeable that such men seldom have large families like the ones from which many of them sprang, because the fashions or limitations of their positions seem to favor small families or none at all. They send their small progeny to Yale or Harvard, from whence they come forth with no great intellect such as their fathers possess, and in a generation or two their race has retrograded to the status it enjoyed before one great man gave it importance.

Taking the graduates of Yale and Harvard as fairly representative of a large class of Americans, a statistician has gone over the records from 1853 to 1890, and found that about 25 per cent of the men who were graduated from both institutions during that period were not married, and that 21 per cent of the married had no children. Between 1851 and 1860 the average number of children per capita among Harvard graduates was 3.13; in the decade between 1881 and 1890 the average dropped to 2.06. Although the Yale men maintained a higher average of children, the decrease was in about the same proportion.

It has been estimated by students of the effect of a lowered birth rate that if a given group of families wishes to perpetuate itself each family must bring to marriageable age three children. The figures given above were based on an examination of the records of 5,618 graduates of the two institutions, and show that these men are falling short of the requirement by more than a child to a family. This means that in 200 years the probabilities are that the male descendants of this group of men will number only about 850.

Commenting on this subject, former President Charles W. Elliot, of Harvard said they show "a preference on the part of both men and women for freedom from care and responsibility, and for passing pleasure rather than solid satisfaction."

A preference for freedom from care, from responsibility is a poor preference to be abroad in a forward looking land, and if it were widespread it might even constitute a national peril. The figures from the two universities are not typical. They concern a limited class of rich men's sons, mostly, and show merely that life is democratic; that by law of nature the select classes tend to extinguish themselves and make room for new blood from the so-called plebeian class of lower society. The man who, through selfishness, shuns the responsibility of marriage and fatherhood really serves society best by failing to continue his characteristic into another generation. But, no matter what happens, there will always be the survival of the fittest.

While Thomas W. Lawson is telling about those alleged "leaks" in the government departments, he would confer a favor by letting the public know who put a new record on his talking machine and wound him up again.

The inquisitive subscriber at Troutdale wants to know if a girl should permit all her gentlemen friends to kiss her at will. We answer, no. This privilege should be limited to a few of the best looking ones.

A dollar is worth just one-third of a marriage license, young fellow, and there's going to be a bumper crop of pretty girls this year. Get the other two dollars before June and call on Joe Beveridge's cupid clerk.

An advance of 20 per cent in rubber is announced, but as we have long since put automobile tires in the same category with sage tea as an undesirable drink, it is a matter of utter indifference to us.

The sage brush region reports that there will be a vast crop of watermelons next summer. What a note of joy this information will sound in a world weighted with the woe of war!

All we have to do now is to come across with that \$25,000,000 and the Danish West Indies are ours. International real estate trading appears to be thriving better than it is locally.

Somehow or other the high cost of living doesn't seem to pay any more attention to the boycott than the Portland jitney drivers do to the board of city commissioners.

The unfortunate fellow who is robbed of a wad of money on Saturday night has our sympathy, but if he had spent it on Saturday morning it would have been different.

RAILROAD PROSPERITY.

The railroads of the United States will, according to the report of the interstate commerce commission, show for the year 1916 net earnings in excess of \$1,000,000,000. This is one-third greater than the earnings for the best previous year, 1913. There was a steady increase from month to month, the total increase from January to September amounting to 67 per cent. It is in no way surprising that the railroads should have shared in the general prosperity of the country, and it is probable that they got no more than their portion. If they had been so equipped as to handle easily and economically all the freight offered they would have done even better than they did.

It would be a great mistake to argue from this good showing that the railroads are making "too much." For every one who has studied the situation knows that there is a great need for railroad development in this country. These large net earnings will not—or at any rate ought not to—go wholly to dividends. The roads, of course, must make a fair profit if capital is to be drawn into railroad investments. But also much must be spent for better equipment, and notably for new and larger terminals. Much has been spent this year for equipment, and on right-of-way maintenance. Out of gross earnings amounting to \$3,699,000,000, \$320,000,000 has gone to right-of-way, and \$442,000,000 to equipment. Expenditures amounted to \$1,744,000,000.

Manifestly it will not do to count on such enormous earnings as assured in the next few years. There is great difference of opinion as to what will happen after the war. But it is generally agreed that there will be some sort of readjustment, and wise men will prepare for it. Business men everywhere are beginning to realize that even in these good times economy ought to be observed, and that everything possible should be done to check speculation. The railroads have certainly had a good year, and the whole country has shared in their property and profited by it. The general business situation is excellent.

It was his private secretary who became Luther Burbank's bride. By this time the situation has most likely been reversed, and she is doing the dictating.

The way things are going in Wall street some of the boys who went from the telephone to the stock exchange will be glad to get their old places back.

The recent boom in the peace making business seems to have been in a class with the moon on Sunday evening—in total eclipse and behind the clouds.

If the fellows who run such things had scheduled for that 11:50 p. m. to 1 a. m. eclipse one week sooner they might have had a bigger crowd.

Don't forget to read the want ads.

Found a Sure Thing.

L. B. Wixon, Farmers Mills, N. Y., has used Chamberlain's Tablets for years for disorders of the stomach and liver and says, "Chamberlain's Tablets are the best I have ever used." Obtainable everywhere.—Ad.

Gresham Time Table

Trains for Estacada or Bull Run (Bull Run Trains leave Mt. Hood Depot)
12:25 AM Sunday Only.
5:25 AM Dly. Mail and Express.
5:45 AM Dly. Ex. Sun. to Pleas. Home
6:25 AM Dly. to Estacada.
7:45 AM Dly. to Bull Run.
8:45 AM Dly. to Estacada.
8:45 AM Gresham Sun. to Est'da
10:45 AM Dly. to Bull Run.
10:45 AM Dly. to Gresham only.
11:45 AM Dly.
1:50 PM Dly. to Bull Run.
2:00 PM Sun. Only.
2:40 PM Dly. Gresham Only.
3:45 PM Dly.
4:50 PM Dly. to Bull Run.
5:45 PM Dly.
5:55 PM Dly. Ex. Sun., Gresham Only.
7:00 PM Dly. to Bull Run.
7:45 PM Dly.
9:10 PM Dly. Gresham Only.
11:10 PM Dly. Gresham Only.
12:25 PM Dly. Gresham Only.

Trains for Portland
12:30 AM Dly. Ex. Sun.
2:04 AM Sun. Only.
5:40 AM Dly. Ex. Sun.
6:25 AM Dly. from Mt. Hood Depot.
7:33 AM Dly.
8:15 AM Dly. from Mt. Hood Depot.
9:34 AM Dly.
10:40 AM Dly.
11:30 AM Dly. from Mt. Hood Depot.
11:45 AM Sun. Only.
12:40 PM Dly. to Gresham only.
1:34 PM Dly.
2:40 PM Dly.
2:40 PM Dly. from Mt. Hood Depot.
4:40 PM Dly.
5:34 PM Dly.
6:40 PM Dly. Ex. Sun.
8:20 PM Dly. from Mt. Hood Depot.
7:16 PM Dly.
9:15 PM Dly.
9:45 PM Dly.
11:15 PM Dly.

MONTAVILLA-TROUTDALE LINE
Lv. Montavilla Lv. Troutdale
*1:15 a. m. *4:45 a. m.
7:15 a. m. 6:40 a. m.
8:45 a. m. 8:00 a. m.
11:35 a. m. 10:15 a. m.
12:35 p. m. 10:05 a. m.
2:35 p. m. 11:15 a. m.
4:30 p. m. 12:05 p. m.
5:50 p. m. 1:15 p. m.
6:55 p. m. 2:05 p. m.
11:15 p. m. 8:00 p. m.
11:30 p. m. 8:15 p. m.
11:45 p. m. 8:30 p. m.
12:00 p. m. 8:45 p. m.
12:15 p. m. 9:00 p. m.
12:30 p. m. 9:15 p. m.
12:45 p. m. 9:30 p. m.

*Daily except Sunday.
†To Linnemann, connect with O. W. P. trains for Portland.

Subscribers.

Notice the date on the label of your Outlook: If you are in arrears your prompt renewal will be appreciated.

China is beginning to use American tractors for agricultural purposes in the neighborhood of Shanghai. One company had a single tractor last year, but has ordered four for next season because of the good results achieved.

The door of an automobile is sometimes forced open by pressure from within the car. A new kind of door slides out of sight into the hollow walls of the machine. There are neither hinges nor locks to this door.

Five thousand Japanese emigrants are to be sent to Brazil each year over the new steamship line. In their new home the Japanese will be employed in the cultivation of rice, beans, potatoes, onions and coffee.

A device for coupling ordinary vehicles behind automobiles, so flexible that sharp corners can be turned, is the invention of an eighteen-year-old California boy.

An increase in parasitical diseases among poultry and game birds in England is attributed to the distribution of dust through the air by automobiles.

Miss Frances Collins, age 13, of Manchester, Me., has acquired a reputation in the handling of cattle. She has broken three pair of steers.

Mr. Lawson wants the people to understand that the business of freighting finance has had no setback under the present administration.

And those who failed to get a job at Salem will no doubt be able to report an interesting experience in looking for a legislative job.

The itinerant and casual political workers of the state are now congregated at Salem in the hope of getting a handout.

The Austro-German army seems to have about completed the German census of Roumania.

CONTRACTORS

If You Want First Class Work See

E. T. JONES & CO. CONTRACTORS
WE DESIGN BUILDINGS
Ettael T. Jones Frank C. Jones
Gresham, Ore., Phone 351

FOUND—Small child's gold ring. Inquire Wm. Peterson, R2, Gresham. *90

LOST—Gold brooch with ruby set. The brooch is new and the stone high set. Finder report to Outlook office. Reward.

Girl wants general housework; \$5.00 per week. Address Bx 204, Gresham, Oregon. *90

We Have Them Now. Those Milk Record blanks. Printed on durable cardboard, suitable for 16 to 18 cows. Just the thing for your dairy. Will save many times their cost. 10c each, or \$1.00 a dozen. The Outlook, phone 701.

School Report Cards. The Outlook has on hand printed school report cards, with envelopes. 2 1/2c to 3c each complete according to quantity. Will mail them. Phone 701.

Horses for Sale. King Arner, stand'd bred, 5 yr*. Patchen Boy, stand'd bred, 4 yrs. Patchen George, standard bred, 3 yrs. Billy Arner, standard bred, 2 yrs. Sally Bird, stand'd bred, 10 yrs. Daisy Patchen and Colt, 7 yrs. [standard bred, 8 yrs. King Krueger, 6 months old. World's Greatest Bargains. Your Choice from \$50 up to \$125

A. J. KRUEGER, Wilson Stock Farm Gresham, R. 3

Attention! The Farmers' Mutual Fire Relief Association OF PORTLAND, OREGON. Invites all farmers who have no insurance on their farm buildings to insure with us. This association is the cheapest and safest in the state. It insures only country property and has over \$3,000,000 insurance in force.

Write or phone H. W. SNASHALL, Pres. The Farmers Mutual Fire Relief Association. Gresham Route No. 3 Phone 74 Notary Public Real Estate

We Are HEADQUARTERS FOR

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A Modern Home

Visit Our Show Rooms

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IF YOU Want a cook. Want a clerk. Want a situation. Want a servant girl. Want to sell a piano. Want to sell the buggy. Want to sell your property. Want to sell your groceries. Want to sell your hardware. Want to sell your dry goods. Want to sell your millinery goods. Want customers for anything at all. Advertising your wants through this paper. Advertising is a highway to success. Advertising brings new customers. Advertising keeps the old ones. Advertising insures success. Advertising shows energy. Advertising shows pluck. Advertise—don't bust. Advertise long and Advertise well. Advertise at once in THE GRESHAM OUTLOOK. Phone 701.

WANTS

1c word for first insertion; one-half cent a word each subsequent insertion. Minimum, any insertion, 10c.

LIVESTOCK

FOR SALE—Pair of delivery mules, harness and three wagons. Aaron Fox. Phone 841, Troutdale, Ore.

COWS

WANTED—Beef cows and fat hogs. S. T. Lind. Phone 28x1. tf

Poultry

Lyman's Leghorn Layers. Order now. Day-old chicks and eggs for hatching. A. R. Lyman, R. 2, Gresham, Oregon. tf

White Knoll Leghorns. A few nice cockerels for sale. Put in your order for eggs, chicks, and pullets. Six O. A. C. pullets, April hatch, \$2.50 each. These, with a White Knoll cockerel will make a splendid mating. H. W. Cooley & Son, R1, Troutdale. Phone 434. tf

REAL ESTATE, RENTALS

FIVE-ROOM FURNISHED house for rent. W. E. Wood, Gresham.

MISCELLANEOUS

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DENTIST
Gresham office over Anchor store, entrance next door to Hardware store. In Sandy every Tuesday and Wednesday.

PHONES—Office 517 Residence 51x

J. E. CLANAHAN
DENTIST
Office: First State Bank Building GRESHAM, OREGON

DR. H. H. OTT

DENTIST
Howitt Building Gresham, Oregon
PHONE 113

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PHONES: Residence 111; Office 11x

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C. G. SCHNEIDER

ATTORNEY AT LAW
First State Bank Bldg.
Portland phone Main 1940

W. S. WOOD

Auctioneer, Vancouver, Washington
Farm and Stock Sales a Specialty
Phone Vancouver 614, or Gresham Outlook 701

More than 90,000 Japanese make after an attack of gout.

The new bridge across the Tiber at Rome, having a span of 328 feet, is the longest reinforced concrete arch in the world.

The Italian city of Milan has changed from gas lighting to electricity, generating its current by Alpine waterfalls ten miles away.