

CORRESPONDENT DEFENDS STATE MASTER'S POSITION

GRESHAM, April 9.—Editor Outlook:—In last Tuesday's issue of the Outlook appears an editorial favoring good roads and the proposed bond issue.

With the kindly indulgence of the editor we would like to reply to some of the statements contained in the said editorial, more particularly that part of it which alludes to the attitude of the grange and State Master Spence.

You say "It is true that several strong interests are opposing the bonds, but in one case at least the opposition is presumptuous and not the real sentiment of many who are being misrepresented. We refer to the grange and its self-imposed champion State Master Spence. He is trying to make it appear that he has the support of the grange in his opposition, but in reality he is only voicing the sentiments of the minority. It is a pertinent question to ask who gave him the authority to use the name of the grange?"

It may be a pertinent question to ask the editor where he gets his authority for the assertion that Mr. Spence is only voicing the sentiments of the minority of the members of the grange, so far as we are aware the yeas and nays have not as yet been taken unless the expression taken at the last session of Pomona held in this county could be so construed and that expression was certainly in favor of Master Spence.

Granted that only a small per cent of those present expressed their opinion, the majority was substantial. It is just as fair and reasonable to assume that those who did not express themselves either way would at least be equally divided when they did finally arrive at a conclusion. We admit that this is purely an assumption, but that is all the advocates of the bond measure have so far advanced in support of their contention.

Your quotation from the Sunday Journal in the first sentence and first line "Assumes that the state highway commissioners will secure for every dollar of expenditure a dollar's worth of road."

In the light of past experience we will have to be shown.

Good roads promoters are only throwing their time and energy away in advocating any plan that will increase the burden upon the taxpayer of this state at this time.

The unsatisfactory methods employed in administering the present state and county road funds is sufficient reason for the taxpayer to frown upon any scheme for added burdens until some assurance can be given that better methods of handling the public funds are employed.

You say that the bonds in your opinion would be an investment for the taxpayer, granted, but there are various kinds of investments and the one thing that particularly concerns the taxpayer in this instance is the kind of an investment he is making if he endorses this bond measure. State Master Spence in his annual address before the 1915 session of the state grange, quoting from Mr. C. C. Chapman, manager of the Portland Commercial club, says: "The present bonded indebtedness of Portland is \$16,795,500. The annual interest is \$715,530, or nearly \$2000, for every day in the year Sunday included. In addition to this there is authorized bonds of over \$1,800,000 which will bring the annual interest bill up to \$820,000. In addition to this, the state of Oregon is paying \$62,500 annually on the Interstate bridge bonds. The total interest Portland will pay on the present debt of \$16,795,700 will be \$22,551,800. Portland is today paying interest on and is owing for the old Morrison street and Madison street bridges and for the new bridges that have taken their places, as well."

Mr. Chapman also said that, "At best the bond issue plan is an extravagant method of doing business. The present should bear its full responsibility as the future will always have its own problems to solve and burdens to finance."

The grange has been the pioneer in the good roads movement and has done more than any other organization in the country to educate and arouse the people to the importance of good roads in the development of the resources of the country, yet, because it has gone on record as being opposed to the bonding scheme is being misrepresented and ridiculed by the press and a few representatives of paving companies, road ma-

chinery companies, automobile clubs, and politician job hunters.

The 40th annual session of the national grange adopted a resolution from which we quote the following:

"Whereas, There is great danger of the wood roads sentiment being diverted toward the construction of scenic highways and boulevards for the benefit of tourists and pleasure seekers rather than for the business interests of the general public, and whereas, The roads needed first are those which put the farmer in close touch with the trading center and enable the producer and consumer to reach each other quickly, inexpensively and easily, and saves the farmer much money in cost of haulage and enables the consumer to share in the benefits; and

"Whereas, While the scenic highway advertises the state, the Interior highway develops its resources, the former are desirable when they can be afforded but the latter are indispensable; therefore be it

Resolved, By the National grange in this 47th annual session, that the old adage "Business before pleasure," is especially true in regard to the location and construction of public highways; and be it further

"Resolved, That the legislative committees of the grange both national and state, are urged to use every honorable endeavor to secure first business roads that will serve the best interests of both producer and consumer.

"Resolved, further, That we are opposed to the many bonding schemes advanced by those seeking tourist roads, believing that the pay-as-you-go policy is far more business like."

The entire resolution is too lengthy to incorporate in this article, but says, "The conclusions arrived at in this resolution are based upon the experiences of the different states in the construction of highway and we believe safe and sound."

State Master Vary of New York, commenting on the expenditures of \$100,000,000 borrowed money by that state says, "Many of our so-called state roads are in a deplorable condition, although constructed at large and unwarranted expense. Much adverse and just criticism has been called forth by the slack and unbusiness manner of letting contracts, as well as the methods taken to insure the performing of contracts according to specifications.

It is very evident that the interests of the taxpayers have not been guarded in either letting of contracts or the performance of the same. From all the information we can gather it would appear that most of the contracts were awarded for the purpose of discharging political obligations. From reports of investigators, contractors were compelled to pay tribute to the powers that be before they were eligible to receive pay for their work."

"Much has been said and written on the high cost of living, and the farmer comes in for more than his share of the blame, but he is still compelled to deliver his product to the consumer over almost impassable roads, while the party he serves sails through the country over a boulevard drive builded at state expense." We have never read a report coming from the National grange or the Oregon state grange favoring a bond issue for road building, notwithstanding the Oregonian in a recent number quotes Master Spence as favoring a bond measure in 1912 which is disproved in Mr. Spence's annual report before the 1914 session of the state grange, page 22. Mr. Spence says:

"The Oregon State grange has never favored bonds so far as I know, notwithstanding the statement of the press and others. It is true that by authority of the grange a county bonding bill was initiated, but it was done to protect the interests of the producer and consumer against the Pacific highway and Columbia river boulevard promoters, and incidentally to defeat the Harmony bonding bills. It has been stated that the State grange first started the bonding campaign. That is not true, for the bonding campaign was begun by the so-called state-wide highway committee, which was appointed by the governor. The representatives of the State grange opposed the bonding proposition of this committee and resolved to fight the devil with fire by formulating bills that if enacted, would protect the interests of the rural districts. It has been the policy, and I hope it will continue to be the policy of the grange to oppose the scenic highway idea and the bonding craze."

The Good Roads committee for 1915 session State grange in its report says, "We, your committee on Good Roads believe in good roads, but are opposed to any bonding system." The 1916 report of the Good Roads committee is substantially an endorsement of the above report.

Furthermore, it is one of the cardinal principles of the grange "to pay as you go." On page twelve of the Grange Digest under the caption

MURDEROUS ATTEMPT TO KILL GUARD

A desperate attempt was made to enter the lines at Camp Withycombe on Friday evening last by an unknown man who fired a shot at the guard, causing a firing wound, but who finally escaped in the darkness, followed by all the bullets in the guards magazine.

Raymond Dunbar, grandson of Mr. and Mrs. D. S. Dunbar of Fairview, was the near victim, and his escape from probable death was due to the pipe he was smoking. While on guard duty he heard footsteps approaching and gave the customary challenge, of "who goes there." Instead of an answer the intruder came straight ahead and Dunbar threw himself and gun into a position of defense. Then the pipe saved his life.

Dunbar was smoking, and in his temporary excitement the pipe fell from his mouth. He stooped to pick it up, when a report of a gun was followed by a bullet that just seared the skin of his forehead and passed on over his head. Had he not stooped down the bullet would have found a true mark lower down.

Dunbar was equal to the emergency, however, and sent a volley of bullets in the direction of his fleeing assailant. The firing called out the whole camp but there was no further trace of the daring assassin.

The trooper is a musician in the coast artillery but was on temporary guard duty. His wound was very slight and has caused him but little inconvenience. He will be able to go with his company for mobilization tomorrow.

Sedan, an Ideal Car For Spring Touring

Unusual activity in the convertible body type is reported by C. M. Zimmerman, local Willys-Overland dealer. The first hint of spring, he declares, has brought forth many inquiries concerning the new types of Willys-Overland closed cars.

The Willys-Overland company, in its 1917 comprehensive line of motor cars, includes this new popular type in four models, the Overland Big Four and Light Six five-passenger Sedan and the Big Four and Light Six three-passenger coupe. In addition it also offers a sedan and coupe on the Willys-Knight Four chassis. All of these are equipped with convertible bodies which can be quickly transformed from luxurious closed cars to airy, open touring cars, with a permanent roof.

"The first signs of spring make the average motorist eager to get in the country," says Mr. Zimmerman. "Motorists are planning at this time of the year on short trips into the country, week-end jaunts and more extensive tours."

"But heretofore there has been one great disadvantage in spring driving. That has been the uncertainty of the weather. A beautiful forenoon might develop into a nasty, disagreeable afternoon.

"Here's where the convertible car shows to advantage.

"We will assume the forenoon is delightful, warm and sunny, the tourists lower the side windows and make the jaunt into the country in an open touring car.

"Suddenly a shower comes up. Up go the windows in a trice, and at their disposal is a snug and dry closed car. No hurry, no confusion, no flapping curtains to snap into place.

"Now you can readily see why our closed car models are exceedingly popular at this season of the year."

Chicken Pie Supper.

Entertainment and garment sale, under the auspices Ladies' Industrial club, at Rockwood grange hall, Saturday evening, April 14. Supper from 5 to 8:30, 25 cents a plate for adults, 15 cents for children under 12. Fine free program by local and outside talent at 8:30.

of "Declaration of Principles," occurs the following sentence: "To discountenance the credit system, the mortgage system, the fashion system, and every other system tending to prodigality and bankruptcy."

In the light of the foregoing facts we are inclined to think that Mr. Spence is acting entirely within the pale of his jurisdiction in opposing the bond measure. There is two sides to this question, so in discussing it let us be fair and just in presenting our respective views upon it.

G. N. SAGER.

MRS. MARY BAKER EDDY MEMORIAL

The following concerning the Mary Baker Eddy memorial, was presented to the Outlook by David Culy of Gresham:

The memorial to Mary Baker Eddy, the discoverer and founder of Christian Science, erected in Mt. Auburn cemetery, Cambridge, Mass., was turned over the The Christian Science board of directors on March 24 by Elbert S. Barlow of New York, who had charge of its construction. Over a year and a half has been required to complete it. Christian Scientists throughout the world have contributed, as expressions of sentiment, the entire cost of over \$150,000.

The memorial is of Bethel white granite and consists of an open circular colonnade of eight columns fifteen feet in height surmounted by a cornice and cresting. The space inside the colonnade is to be filled with growing flowers. The columns rest on a stylobate of three steps, which also rest, at one side, on a broad platform of Pompton pink granite and, at the other, which is about five feet lower, on a double flight of circular steps. These are flanked on each side by a large pylon. The pylons were exhibited a short time ago at the American Institute of Architecture in New York, and were pronounced by several experts to be the finest pieces of carved granite ever executed. The detail is elaborated to an extent never before attempted in granite; some of the stems and leaves are practically free-standing, so great is the relief.

Interviewed regarding the memorial, the architect, Mr. Egerton Swartwout of New York, said: "The site is singularly pleasing; in fact, I question whether a finer site could anywhere be found. It can be seen from all sides equally well, close at hand from the cemetery road, and from a quarter of a mile away across the lake. Indeed, it is this body of water which forms the chief beauty of the site. There is a drop of approximately 10 feet from the level of the road to the level of the lake, there being a natural terrace on the axis of the plot which lends itself admirably to the architectural development of the memorial. The lake is unusually still, and has a mirror-like quality which reflects admirably the white granite of which the memorial is made.

"As to the memorial I think it can be said without contradiction that, leaving aside entirely any artistic excellence, such perfection and delicacy have never been attained before in this unyielding and enduring material. There is certainly nothing in modern times that can approach it, nor, as far as I know, in any of the monuments of antiquity."

Mr. Swartwout designed the new Missouri State capitol and the new Federal building in Denver, and recently won the competition for the new George Washington memorial.

All that now remains to be done to complete the memorial to Mrs. Eddy is the planting for the landscape, which is to consist chiefly of some evergreen plants that will preserve their form and leaves throughout the year, and some cedars and rhododendrons.

HIGH TESTING COW WAS ONCE BOUGHT BY BUTCHER

March tests of the Gresham-Columbia Slough Cow Testing association show remarkably high tests. The following table gives the number of cows belonging to members of the association that have made a record of 40 pounds butter fat during the month. It is interesting to note that

the cow Rosie, owned by Johanson Bros., standing at the top of the list with 66.63 pounds of butter fat to her credit for the month, was once sold to a butcher for beef and was rescued from her impending fate by the merest accident. Following is the March record:

Owner of Cow	Name—Breed—Age	Fresh	Lbs. Milk	Per Ct. Fat	Lbs. Fat
Johanson Bros.	Rosie, G. Jer, 7	Feb.	1234	5.4	66.63
H. G. Mullenhoff	Josie, G. Hol, 7	Dec.	1748	3.5	61.18
C. J. Unis	Bessie, G. Jer, 6	Feb.	992	6.9	59.52
Theo. Brugger	Ruby, B. Swiss, 6	Feb.	1320	4.5	59.40
S. B. Hall	Red, G. Hol, 4	Feb.	964	6.0	57.84
Fred Ullman	Brownie, G. Jer, 6	Feb.	1367	4.1	56.04
C. H. Johanson	Favenne, Jer, 6	Dec.	1364	4.0	54.56
C. H. Johanson	Happy, Jer, 2	Feb.	884	6.0	53.04
E. Schwedler	Bessie, G. Hol, 6	Feb.	1491	3.5	52.18
Sam Weiss	Goldie, Jer, 4	Nov.	915	5.5	50.33
C. H. Johanson	Bessie, Jer, 7	Oct.	945.5	5.3	50.10
Waucomah Farm	Imp. Ada, Guer, 6	Feb.	806	6.2	50.04
C. H. Johanson	June, G. Jer, 5	Jan.	927	5.5	50.98
Fred Ullman	Violet, G. Hol, 5	Jan.	1249	3.9	48.71
Pomeroy & Son	Tulu Inko, Hol, 5	Feb.	1404	3.4	47.73
J. Luscher	Wapato H. B., Hol, 3	Jan.	1469	3.2	47.08
C. H. Johanson	Bessabel, Jer, 7	Dec.	1159	4.0	46.36
C. H. Johanson	Isabel, Jer, 11	Aug.	809	5.6	45.39
Pomeroy & Son	Brookdale M., Hol, 9	Feb.	1138	3.9	44.38
Pomeroy & Son	Sarcastic D., Hol, 4	Nov.	1243	3.4	44.26
Theo. Brugger	Lady, B. Swiss, 8	Feb.	1153	3.8	43.81
Fred Ullman	Gensie, G. Jer, 4	Dec.	998	4.3	42.92
Pomeroy & Son	Queen Monte, Hol, 6	Dec.	1159	3.6	41.72
Fred Ullman	Maggie, G. Hol, 5	Oct.	1079	3.8	41.00
H. G. Mullenhoff	Stanhope, Hol, 2	Nov.	1252	3.26	40.81
Fred Ullman	Bessie, G. Hol, 7	Mar.	1032	3.9	40.24

DANA S. FRAME, Tester.

H. G. MULLENHOFF, Secretary.

Dana S. Frame, the official tester of the association, when interviewed upon the work of the dairymen of this section, because very enthusiastic and preached a sermon on "Better Cows."

"Better Cows," he said, "is the big cry of the dairymen today and it is the logical time to cry better cows. Feed and labor are so high that it is only the better cows that can actually show a profit.

"How are we to tell the better ones, build up our herds, and make a real profit from each cow? There are several ways suggested to us but the quickest, surest and most accurate one is to test them and keep records on them. It is an easy matter to keep one or two or even more cows that are not paying for their feed and yet never realize they are there until we do regular testing.

"The Cow Testing association is doing a great deal toward helping build up our herds by co-operating with the dairymen and helping thin out the boarders. It is very noticeable, especially where the associations have been in operation for a period of two or more years.

"The report given here shows the highest producing cows in the Gresham-Columbia Slough association for March, and it is interesting to know that the top cow was once sold to the butcher because her real merit was not known.

"It is a fortunate thing that a member of the association bought her and is keeping a record of her work. There may be other good cows sold merely because they never have been tested.

"There are many who make the fatal mistake of selling the best cows in their herd. If she happens to be worth \$150 to someone else, she certainly is worth the same to you. Make the practice of selling the poor ones and you will always have a good herd.

"The feeding problem seems to be the largest one confronting us now. It is the time of year when hay and grain are scarce and very high, when

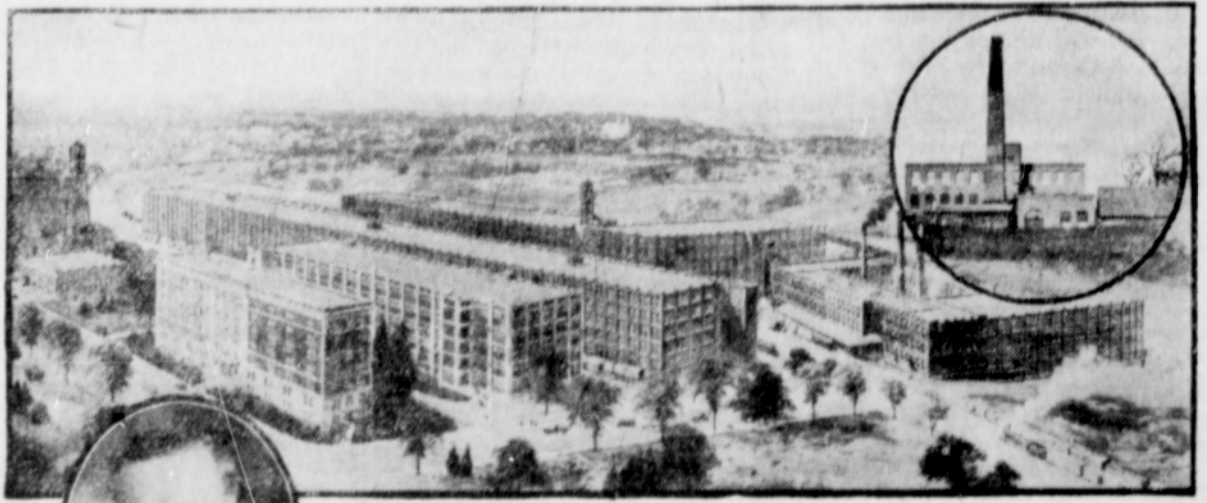
our kale and silage is about gone and still no signs of pasture. Now is the time to get into the collar; true the profit is much smaller, but don't lose heart and it will all come back later.

"Don't think that a milk cow can be starved along on a little until pasture. She must be fed if she is to produce milk. Many dairymen are soaking beet pulp, one to three, or three and one half of water, and thus supplying the succulence that kale and silage supplied. If the beet pulp can be obtained at any reasonable price, it will pay to feed some this way. If you have none and no other feed than hay it will mean a saving, in the long run, to feed a medium grain ration.

"The cows may not increase much now but they will not fall off and go dry early as they may if no grain is fed."

Good Roads Rally Has Been Arranged

The Legislative Good Roads committee has decided to hold a state-wide good roads rally in Portland, Saturday, April 28. Every organization in the state favorable to the road bond bill is invited to send representatives to this gathering. The committee has taken up with the various transportation companies the matter of securing a special reduced rate for those attending the rally. Reports from Astoria and several points in eastern Oregon are to the effect that the good roads enthusiasts of those sections are planning to charter a boat or special train and come to Portland in large numbers, accompanied by bands. Similar large excursions are in prospect from other points. There is every indication that the rally will prove the most notable gathering of good roads boosters that was ever held in the Pacific Northwest. Definite announcement of a program and speakers will be made later.



THE FISK RUBBER COMPANY PLANT, Chicopee Falls, Mass.

Below—ROY L. SERGEANT, District Manager, Pacific Coast.

Above—FISK RUBBER COMPANY'S PLANT, 15 Years Ago.



This picture, showing the wonderful strides of the Fisk Rubber Company, is not more wonderful in its showing than the rubber tire business itself. From the little factory in a single building to the big factory covering many acres is the dual story of the business done by the Fisks in fifteen years and the progress of the rubber industry during that period of time. The automobile industry has been the great incentive for the growth of rubber products and it is only natural that the Fisk Rubber Company should have kept pace with it. The Fisk tires are known wherever there are automobiles.