

NEW FACTORY FOR FARMERS IN PROSPECT

Gresham will probably have a starch factory within a year, and the opportunity is now open for the farmers to dispose of every cull potato of this year at a good price, besides giving them back the pulp for stock food after the commercial ingredients have been extracted.

J. F. Griffith, representing the Pacific Potato Starch Co., was in conference with some of the Gresham business men last night at the city hall. He outlined his plan of procedure and was indorsed to the extent of giving him a letter of recommendation to the producers of this vicinity.

Mr. Griffith stated that his company wants a warehouse here now and a factory next year. The company has a factory at Beaverton and wants all the potatoes to be had this fall. There will be factories in several other communities, each employing about 25 men, the idea being to have factories all over the territory where potatoes are grown so as to save freight costs.

The plan to be set before the farmers is to require 1000 acres in each neighborhood. If 25 farmers subscribe to the plan the factory will be built. Four other communities in this vicinity will be solicited to join, each with 25 subscribers. The capacity of the factory will be 50 tons of potatoes daily.

Conditions of joining are to sign a contract covering from one to five years and for from one to five acres. A flat price of 50 cents a hundred will be paid for one-third of the crop, which will include everything not marketable. An alternative plan is to let the farmer have control of two-thirds of the product, the factory the other third. They will pool their interests and sell when the farmers say so. The factory can make its profit on the one-third, the farmers taking the balance pro rata.

In addition the farmers will be allowed to ship back the pulp for feeding purposes. This pulp is worth as much as the raw potatoes. Starch is in great demand now, selling in New York for 19 cents a pound. The market cannot be overstocked for five years and 100 sacks of potatoes will yield a ton of starch which can be made ready for the market in 24 hours.

The plant will cost about \$2400 and the farmer will not be called upon to help build it. He simply furnishes the potatoes on contract and takes his pay either in cash or on the profit-sharing plan; besides, the local organization controls the local factory.

Mr. Griffith says that his company will build an adequate warehouse here if the farmers will sign the agreements as required. The farmer is not asked for any money but will be urged to plant many more acres of potatoes, of which the Burbanks are the best for the purpose. The plan has this advantage in favor of the farmer: He signs up for five acres agreeing to sell one-third. Then he plants 15 acres if he wants to and releases enough to make the equivalent of one-third of the five acres. As he will have many more culls left he can also turn them in on the contract.

It is plain that 1000 acres of potatoes will return \$100,000 for the culls alone. That much money is worth going after by any community. That community of potato growers exists right here and the gathering last night, headed by Judge Stapleton voted Mr. Griffith a letter of recommendation and will furnish him a man to introduce him to the farmers. It is believed that the requisite signatures to contracts can be signed up in two days. When that is done the warehouse will be built, this year's cull potatoes will be sent to Beaverton, the grower will get his returns in short order—and a factory will be in operation here on next year's crop.

William E. Bates is acting as agent for the Portland Railway Light and Power company in Gresham. In the event that he is made permanent agent, Mr. Bates will probably move his family back to Gresham.

Evergreen Blackberries Wanted.
One hundred tons wanted at once. Portland prices paid for berries and apples. Home Packing Co., Gresham, phone 148.

Lady Help Wanted.
Lady help wanted at Cannery at once. Good pay. Will pick up persons from distance. Phone 871.

GRAVEN UPON PILLAR OF A GREAT BRIDGE

This bridge is dedicated to the citizens of Oregon and Washington by whom its erection was ordained. It was conceived of their vision, its foundations are laid upon their sacrifices. The spiritual heritage of courage, faith and high endeavor bequeathed to this generation by the pioneers who wrested from the wilderness these wide and fruitful lands is built into its members of stone and steel and here handed down to the generations that come after.

The above sentiment is engraven on one of the pillars of the Vancouver approach to the Interstate bridge. The sentiment is lofty, connecting the past with the present achievement and handing this down to the future generations.

A statement recently prepared by the engineers in charge of the work of construction of this \$1,750,000 bridge shows that its total cost was below the original estimates, thus effecting a saving of many thousand dollars to the taxpayers of both Multnomah and Clarke counties.

The statement of the public accountant who each month tabulates the receipts and expenses of operation of the bridge shows that, from the opening day last February to the present the bridge has been a paying investment. Up to August first the operating expenses had been \$11,523, while the total receipts from tolls during the same period was \$66,208.

The bridge is a credit in every way to the citizens of Portland and Vancouver and especially to the bridge commission which had its construction and now has its operation in charge.

The editor and his wife, and another invited guest, accompanied County Commissioner Holman recently on a trip to Vancouver, making unofficial inspection of the wonderful bridge. Mr. Holman is one of the bridge commissioners and is enthusiastic over the clean and efficient handling of the contract work and of the operation of the bridge.

HOW TO REMEMBER TRAIN TIME TABLE

GRESHAM, Sept. 24.—Editor Outlook:—Knowing that to most people it is somewhat hard to remember the leaving time of the trains to Portland I have often thought of telling how I worked it out for myself, hoping it may help some one else. As Gresham has a train to Portland every hour and the leaving time is from thirty-four to forty minutes after the hour, a system as follows leaves only four things to remember instead of the whole time table, and at the same time one will always be on time for his train to Portland:

First, remember there is a train 30 minutes after the hour every hour of the day at the O. W. P. depot; (2) from 5:30 in the morning until 6:30 in the afternoon; (3) except 8:07 and 11:30 a. m. and 3:30 p. m. These last mentioned leave at the Mt. Hood depot; (4) after 6:30 p. m. the cars leave 15 minutes after the hour until after midnight. Of course this would only hold good with the present time table which has been in force for nearly two years. If one desires to go to Portland any other than on the above mentioned hours, call either station by phone and we will gladly furnish any information wanted.

Respectfully,
W. E. BATES,
Agent P. R. L. & P. at Gresham O. W. P. Depot.

POULTRY PRIZE WINNERS AT THE COUNTY FAIR

Following were the winners in the poultry division at the county fair: L. D. Elliott, N. J. Myers, S. E. Smith, Oregon Corneau Co., Joe Cordano, Alice Bemis, Mrs. W. H. Cleveland, H. Ringhouse, Mrs. J. F. Burns, H. Treber, Paul Scheule, Quinton Kummel, W. G. Faust, Blon Gould, Mrs. A. J. Krueger, Orville Davidson, B. L. Walrad, Jr., Andrew Karpenstein, Lang Goodwin, Geo. Johnston, Melvin Johnston, Holman Bros., Mrs. G. H. Dammeler, Mrs. D. Shannon, J. O. Burson, Henry Weisenbaum, Lloyd McCormick, J. H. Warrington, Harry Westell. The total amount paid out to these persons in premiums was \$469.25.

Tailoring
For men and women—cleaning, pressing and repairing done well. Peter Lenard, Powell street.
Read the Want Ads.

CHANGE IN RURAL ROUTES EFFECTIVE MONDAY NEXT

Route A, as it will Thereafter be Known, Will be Over Sixty-one Miles in Length.

Gresham's four rural delivery routes, as now in operation, will be reduced to two routes next Monday when the new order of service goes into effect. There will be practically the same territory covered as at present but there will be some eliminations and additions.

Route A will take the place of present number one and all of number two with the addition of about four miles of the present number one out of Troutdale in the vicinity of Cedar schoolhouse and as far east as Melrose. This same piece of territory was once on route two from Gresham but was given to Troutdale about fourteen years ago.

Route A will extend westward only as far as the Elwood road, about one mile west of Rockwood. Thus Gresham will lose the territory between there and Buckley avenue except that it will go westward as far as Bellrose on present route three from the Powell Valley road to the Forest road. William Childers will serve route A following the schedule arranged for him as follows:

North one mile, west two-tenths, north five-tenths to Terry—one and seven-tenths miles.

West one mile, retrace five-tenths, south one and five-tenths to Powell Valley road—three miles.

East and southeasterly to Littlepage's corner—three and eight-tenths miles.

South one and one-tenth, east and southeast one and one-tenth to Orient—two and three-tenths miles.

South to Bates' one quarter and retrace one quarter—half mile.

Southeast to forks of road, one and one-tenth mile.

North, east, north and east to Craswell's corner one one-third miles.

North five-tenths, west eight-tenths—one and three-tenths miles.

Retrace five-tenths, north five-tenths, west seven-tenths to forks of road—one and seven-tenths miles.

South five-tenths, west and northwesterly eight-tenths to Simmon's—one and three-tenths miles.

Retrace three-tenths, south nine-tenths, northwesterly, eight-tenths—two miles.

North to forks of road—one and three-tenths miles.

Easterly to Whilon's and retrace—one mile.

Southeast to S. P. Hale's and retrace—one mile.

West one mile, northerly eight-tenths to Jones' corner—one and eight-tenths miles.

Northwesterly to the Melrose corner—one mile.

East, south, east and north—one and six-tenths miles.

East seven-tenths, north nine-tenths—one and six-tenths miles.

Retrace nine-tenths, west one and two-tenths to Jones' corner—two and one-tenth miles.

Westerly one and two-tenths, south six-tenths to the Andrew's road—three and six-tenths miles.

North to Ruby Junction—and retrace—one and two-tenths miles.

West two, north one, to Base Line road—three miles.

East one, south two to Powell Valley road—three miles.

Northwesterly one, north five-tenths, retrace five-tenths—two miles.

Northwesterly and southwesterly to Lennox road—one and seven-tenths miles.

South four-tenths, east two-tenths, north four-tenths to Powell Valley road—one mile.

East two-tenths, south one and four-tenths to Foster road—one and six-tenths miles.

East and southeasterly to Thomas place—two and seven-tenths miles.

Northwesterly and northeasterly to Bilas' corner—one and two-tenths miles.

South, west, south and west to Baxter's and retrace—one and five-tenths miles.

Northwest eight-tenths, northeasterly one and four-tenths to Powell

Valley road—two and two-tenths miles.

Southeasterly and northeasterly to postoffice—two and eight-tenths miles.

Total length of route, sixty-one and seven-tenths miles.

For emergency purposes this route has been divided into two sections. In such cases the regular carrier will take the western end and the substitute the eastern. The territory in both directions is so nearly the same distance from the postoffice that the regular carrier will have thirty and four-tenths miles to serve, while the substitute will have thirty and six-tenths miles.

Route number 4 will be the same as the present number 4, with a portion of present number 3 added to it on the western end. Roy Kern, at present carrier number 4, will serve it. The distance is twenty-seven and nine-tenths miles. Following is his schedule:

Southeast to Preston's corner—one mile.

East to Tillison's corner—one and three-tenths miles.

South six-tenths, east three and one-tenth, south one and one-tenth, east seven-tenths—one and seven-tenths miles.

South to Anderson station—nine-tenths miles.

North, west and north to Tillison's corner—two and two-tenths miles.

West to four corners—one mile.

South and southwest to forks of road—three and eight-tenths miles.

Northerly to Preston's corner—three and six-tenths miles.

East four-tenths, north seven-tenths, west one and seven-tenths to Cotton's corner—two and eight-tenths miles.

South to the Hevel corner—one and two-tenths miles.

West two-tenths, north five-tenths, west seven-tenths, north to railway—one and six-tenths miles.

South to 'Bliss' corner—one and five-tenths miles.

North four-tenths, easterly, one and two-tenths to sawmill—one and six-tenths.

North to Cotton's corner—two miles.

East to postoffice—nine-tenths miles.

Total length of route twenty-seven and nine-tenths miles.

The resignations of E. E. Chipman and Harry Crenshaw have been accepted by the department, effective September 29. Their going takes with them Mrs. Edna Stanley, who has been substitute for several years. Mrs. W. R. Kern is the substitute for her husband, but the name of the substitute on route A has not been given out yet.

The change in service will give Mr. Childers a salary of \$1800 a year and Mr. Kern \$1200. A saving of over \$1500 a year will be the result of the changes.

No definite information has been received as to the service from Montavilla and Troutdale nor the effect they will have on Fairview and its one route. It is rumored that Lou Howard will be the carrier of the long route from Montavilla. He was formerly a Gresham substitute and for the past five years has been carrier on route 2 from Portland, which lies west of that city. That the other changes will go into effect next Monday is certain from the fact that all the territory must be served.

It will be seen that there is no danger of anyone being slighted who is now being served by any carrier. It was feared that many patrons would be required to move their boxes out to the hard surfaced roads, but such will not be the case, nor will it ever intended that way. In a few instances a box will have to be moved but in nearly every case the move will be for the better and there will be no more hardships imposed upon the patrons than at present.

Harry Crenshaw has applied for a reinstatement into the service, claiming to have been misinformed when he resigned. As the department has called for a civil service examination he may get his reinstatement and a route somewhere else.

For Hire Service
Automobile anywhere, night or day. Phone 791, Gresham, M. M. Squire.

Gresham Auto Service. Autos for hire. Phone 901.

Bargains in the Want Ads.

PIONEERS WHO SETTLED HERE HOLD REUNION

CORBETT, Set. 23.—Special.—

About 10 o'clock a. m. September 15 the pioneers of eastern Multnomah county began assembling at the hall of Columbia grange for the purpose of holding their second annual reunion.

Those who thirty and forty years ago had clambered over logs and through brush in search of a sight for a future home, whose means of travel and transport for years was an ox team and lizard forked stick or sled now came in automobiles over fine roads and assembled in a hall near one of the finest highways in the world.

Many came from Portland some from Washington county, some from Mosier and one from Alderdale, Washington, but most were still residents of the vicinity.

The forenoon was spent in handshaking, individual and group conversations.

A common question was "who is that?" "What! you don't say so," the common exclamation upon being told who it was. It certainly was brain confusing to have a white haired woman whose picture in the storehouse of memory was that of a handsome raven haired young woman, come up and introduce herself then introduce a young woman as her daughter, or to converse with an oldish looking man who in spite of the person present when not looking at him you only saw a fat chunky young lad of about 16, speak of his grand children. You most fancied yourself in a dream and felt like pinching yourself to see if you were awake.

Ere the dinner hour arrived the growing hum of steady conversation and flow of good feeling was a potent of what was coming. Dinner was called and no need to say that at a pioneer dinner the tables were loaded. One hundred of baked Columbia river salmon alone will give you some idea. Had food dictator Hoover been present he surely would have forgotten conservation of food and canned all he could.

At sight of the tables the conversation rose above a hum. It was joke and jest, give and take, thrust and parry till the dinner was over when all repaired to the upper hall to attend to the little business necessary, but it was plainly apparent those present were not in a business mood, so it was hurried through as rapidly as possible.

Some one called for a speech from the oldest settler and it was Mrs. Grace Latourell who rose and was given an ovation. Her appreciation of which she showed later by dancing in the pioneers' quadrill.

C. J. Littlepage, of Mosier, was called upon and gave a short talk. The audience was restless, boiling over, wanting something. A call was made for music. Mrs. Larsson and Mrs. Harlow were called upon and responded by going to the piano. They very appropriately opened by singing "America" in which all joined who could sing. Then followed "Auld Lang Syne." Those who could sing began gathering around the musicians and joining in singing "Swanee River." "Just Before the Battle," "Marching Through Georgia," then Dixie's Land, inspiring Dixie, brought those assembled to the stampeding pitch. Hardly had the last strains of Dixie died away when some shouted. Now for a regular old princess quadrill.

That was the match that touched off the thundering volcano. Pandemonium broke loose. Those old grandfathers and grandmothers forgot the lapse of the last thirty-five or forty years, and as they swung to their places on the floor with all the vivacity, animation and sparkle of boys and girls.

A great day. A great day, that ended all too soon for those present. If ever those present had envyings, selfishness, bitterness, malice or hatred in their hearts, not the least trace of it was apparent this day. Nothing but a flow of good feeling, good will and enthusiasm that grew stronger and stronger as the day proceeded, till it overflowed in the final climax.

Following is a list of those present who registered as having been residents of eastern Multnomah 25 years ago, with the year of birth or settlement here: Mrs. Grace Latourell, 1857; Thomas L. Evans, 1882; Mrs. D. M. Setan, 1879; H. J. Evans, 1882; C. J. Littlepage, 1875; J.

WAR LIBRARY SOLICITORS TO MAKE CANVASS

Three hundred and fifty thousand books, hundreds, perhaps thousands of authors; not a cent of royalty to the authors and scant profits to the publishers.

That is the work already accomplished by the War Library Council, which was instructed by Secretary of War Baker, to raise \$1,000,000 to construct, equip and operate soldiers' libraries at the thirty-two cantonments and camps in this country and at the base camps in France and also supply the sailors and the sick and injured with books.

Adventure tales will top the list—and that is appropriate for the war will be the "Great Adventure" in the lives of most of those participating. So, Harold Bindloss, adventure story writer, is drawn for twenty-eight different works. Sir Arthur Conan-Doyle, the creator of Sherlock Holmes, comes next with twenty-one, while immortal Charles Dickens and Robert Chambers are authors of twenty works which will be duplicated many times in libraries. Oh, yes, Mr. Tyrus Raymond Cobb, better known, perhaps, as "Ty," comes forward with his one book, "Busting Em."

Will there be books on war? There will not! The Council feels that the soldiers will be getting all their war at first hand.

So far, while contracts for books have been let, the committee has only reached the letter G. Hundreds of libraries were consulted and the soldiers and sailors, too. The booklist will recommend not what someone thinks someone else "ought" to read, but what those someone soldiers and sailors want to read.

Oregon cities are busily engaged in raising their apportionment of the war library fund and not one but promises to exceed the small allotments.

This work is being vigorously pushed in Gresham, the allotment for this city being \$100. It is being rapidly gathered in and the local committee is almost ready to announce a successful campaign.

The committee consists of Dr. A. Thompson, E. W. Aylsworth, A. E. Leonard, Mrs. O. J. Brown, Miss Eva Anderson, Miss Ethel Calkins, Miss Frances Bliss, Thomas Wiles, Mrs. Percy Glese, Miss Grace Fieldhouse and Mrs. Robert Jonsrud, this last one of Boring. Capt. C. O. Branson, Miss Edella Towle, Miss Leisla Ruby, Miss Gladys Neal, Mrs. James Elkington.

Besides soliciting cash subscriptions for the purpose intended the committee is requesting the donation of books for the soldiers. All books offered will be taken and sent forward as promptly as possible. The response to the efforts of the committee is gratifying and Gresham will not be among the last to make a report of complete success.

Ward Evans, 1883; Rae Evans, 1884; Emily Perkins Jackson, 1881; Louis Benfield, 1886; Samuel Painter, 1872; James C. Deaver, 1871; A. C. Rasmussen, 1885; R. P. Rasmussen, 1885; Ruby Rasmussen, Rosa M. Littlepage, 1875; Mrs. N. C. Paulson, 1882; N. C. Paulson, 1882; W. H. Miller, 1881; D. D. Hurlbert, 1877; Carrie Gill, 1876; Glen Babbitt, 1876; Olla Woodward, 1876; Hattie Hurlbert, 1875; Belle Smith, 1883; Fred Smith, 1883; Henry Bell, 1881; Clarence Deverell, 1882; Valentine Gebhardt, 1894; L. Christensen, 1883; Mrs. Annie Christensen, 1892; C. Christensen, 1884; George Hulbert, 1879; Edith Knerliem, 1884; Frank Knerliem, 1891; Geo. Knerliem, 1891; B. Gebhardt, 1895; W. G. Miller, 1881; Geo. A. Gill, 1883; Myrtle Ellis, 1882; V. E. Ellis, 1884; Sylvester E. Evans, 1881; M. A. Evans, 1883; John A. Larsson, 1897; James Benfield, 1878; Grace Benfield, 1878; Fred Benfield, 1877; A. H. Hickey, 1881; A. S. Woodward, 1863; Amelia Woodward, 1887; Clara Larsson, 1875; Alice Courter, 1868; Emily B. Knerliem, 1891; Mary E. Wilson, 1888; Annie L. Benfield, 1888; Mrs. T. M. Hurlbert; Mrs. Lottie Benfield, 1875; Rachel E. Bates, 1891; Louis A. Harlow, 1877; Laura D. Harlow, 1877; Minnie Pounder, 1891; James Pounder, 1892; Fred Knerliem, 1891; Fred Shultz, 1891; C. Christensen, 1884; May Littlepage-Nelson, 1888; H. B. Perkins, 1881; Thomas M. Hurlbert, 1873; Anna C. Young, 1882; Roy E. Emily, 1881; Mary E. Christensen, 1884.