

SALEM LETTER GIVES GOSSIP OF SESSION

Salem, Oregon, Jan. 27.—Special to the Outlook:—The third week of the session starts with 191 bills introduced in the House, 27 of which passed, and 80 bills in the Senate, 22 of which are passed and on the calendar of the other house. Two bills have gone to the governor, one making \$25,000 available for pay for members and employes who are in need of ready cash, and the \$100,000 for care and assistance of soldiers and marines honorably discharged since November 11, 1918. The commission to disburse this at its own discretion, with W. B. Ayer, the Portland millionaire, as chairman, and the money will be distributed to needy fighters in form of a loan to be repaid upon the honor of the individual receiving the same.

The big issue of keeping within the six per cent tax limitation enacted by the people has not been settled. The governor is on record for setting it aside as impractical, or at least expressed himself to that effect to those who wanted half a million for war purposes. Others declare the state can be run and keep well within the taxes raised under the annual six per cent increase. There is an opportunity for a governor with nerve to veto all sums taken by the legislature above that limit to make a record that the people would sustain and appreciate.

One of the unobserved incidents of the past week was the withdrawal of Representative Richardson of Portland from the House Consolidation committee. He is to be assistant state treasurer under O. P. Hoff who is at home nursing a strained ankle while his wife is caring for some broken ribs, all accidents to the Hoff family since his elevation from labor commissioner to treasurer. One of the first things Hoff did was to issue an order opening his office Saturday afternoons and making his force put in six full eight hour days in the week instead of the 54-hour week that had been adopted by state house officialism. His reasons were that many people who came to Salem to do business were inconvenienced at finding all offices closed Saturday afternoons. Many of the employes did not put in eight hours.

Road legislation will be on deck this week. The fight for larger appropriations for permanent highways goes steadily on as the surest way to develop Oregon and bring the constant streams of tourist travel through the state that all western states are fishing for. The tourist spends from ten to twenty dollars a day per motorcar and the proposition to increase motorcar and gasoline taxes meets with great favor. Farm tractors are to be exempted as well as motor vehicles used for mail deliveries. Schubel of Clackamas has a bill that if state highways are built by contract the state shall pay any royalty on any patented article employed. The inclination of legislators is to cut out cheap and shoddy work, which probably means that the state will buy first-class materials and demand first-class construction which is impossible at the hands of the fly-by-night contractor.

Attacks on the utility corporations were made in the senate and house almost the opening days of the session. Senator Houston's bill to take the making of utility rates away from the Public Service commission will get an adverse report in the senate committee on Revision of Laws, 4 to 3. In the house the same committee will report adversely by an almost unanimous vote. The Public Service commission law with full ratemaking powers in the hands of the state was enacted by the people at the same time they voted down a bill to give the city of Portland power to make rates. In the house Schubel has a bill to tax the gross earnings of telephone companies five per cent to go into the general funds of the state. He claims it is a gross earnings tax. The Public Service commission holds this tax would have to be added to rates and the users of telephones would pay.

Among the humors of the house was a gag perpetrated by Lewis of Portland, the anti-Prohibition fighter. A joint resolution was up for consideration requesting Senator McNary to oppose that feature of the national revenue bill putting a tax on Oregon fruit juices. Lewis showed how the tax would destroy the loganberry industry and injure the whole fruit by-products industry, but

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INTERESTING REVIEW OF AN OVERSEAS TRIP AND EXPERIENCES IN ENGLAND AND FRANCE

Sergeant C. G. Schneider of Gresham, who is at Base Hospital 46, at Bazolles-sur-Meuse, France, has written to his law partner W. T. McGuirk, who, in turn, has allowed its use for publication in the Outlook. The letter was probably written before Thanksgiving Day, but bears the postmark of December 22. It follows:

Dear Mr.:—There has been so much in the past that we could not write of and for that matter the censorship regulations are not entirely abolished by any means yet but I can write something of our trip over here, how we came, when we came and also of what we are doing and, if you can pronounce the name at the beginning of this letter, can tell you where we are and have been located for something like five months. The name of the town referred to is pronounced as though it were spelled 'Baz-y'; this is only one illustration of the fact that names here are not pronounced the same way they are spelled. The word sur-Meuse means 'on the river Meuse.' The Meuse by the way is one of the famous rivers of France although at this point it is a very small stream. The city of Verdun is located on this river some seventy-five miles north of us and it was here that the French troops successfully held at bay and finally defeated the picked German troops under the personal command of the Crown Prince.

But to give you a little of the history of our unit for the past few months. We left Camp Lewis about 2 p. m. on the afternoon of the 31st day of May, traveled south through North Portland and then skirted the Columbia River Highway via the Union Pacific route. It is a safe bet that few trains, troop or otherwise, ever traveled through the Columbia river gorge at a faster rate of speed than that made by the special train on which we found ourselves. We made record time across the continent (five days and nights) and one would have thought that the successful termination of the war depended on our unit reaching France in the shortest possible time. We arrived at Camp Merritt on the afternoon of June 5th and spent a few mighty busy days stretching our legs and undergoing inspections for overseas duty. We left camp at the unearthly hour of 3 a. m. on the morning of the 10th of June, boarded a large British passenger ship named the Misanabie on the afternoon of the same day and early the next morning slipped out of the harbor and started for what it seemed for a time would be anything but France. We took a southerly course to a point that was as near as we could learn, down almost opposite the Carolinas or Florida then hit a zig-zag course for Iceland or some such point way up north (at any rate the weather became mighty cold for a few days); from there we took a southerly course that brought us past the coast of Ireland and eventually landed us at Liverpool, England, after fourteen days on the water. The mention of Ireland calls to mind a bit of conversation I overheard on the aft deck just after land was sighted. Two doughboys were leaning over the rail watching a rocky promontory that was just coming into view in the distance; it looked like little more than a pile of rocks and one of the soldiers turned to his companion with the query, "Is that what they sing about and call Heaven?" "Sure" replied his friend with a decidedly Irish accent. "Well, if that's Heaven then I'd like to know what the other place looks like" came from the first speaker.

Liverpool has a wonderful system of docks (I understand there are eight miles of them) and before landing they had piloted our ship through a system of locks that seemed to take us right into the city. We were unable to leave the ship on the day we arrived and in fact did not land until the afternoon of the following day—this was due to the tide. Well, we finally landed and marched probably one and one-half miles through the city to our train. We pulled out of the station about 4:30 p. m. and after an all night ride that took us through Manchester and other English cities of considerable size, arrived at Southampton on the English channel about 4 a. m. on the following morning. Arriving at Southampton we marched with full packs for what seemed miles, (in reality about three miles) to a rest camp called Cowders (yes, that's the right name.) We did not see any cows but that did not bother

us any, however. An all night ride on an English or French train is not quite like a trip of the same kind on an American train and after that ride the only thing we wanted was sleep and something to eat. We spent most of the day doing one or the other and that night about 9 o'clock I was ordered to take a detail of thirty men and move all of our baggage on the dock for shipment to France; we moved not only all of our own but I think a large part of the freight that had been shipped for some months previous and left there for our special attention on that particular night. My detail finished their work about 2 a. m. the following morning and we repaired to the rest camp for more 'rest.' The only item of comfort about a modern rest camp is a tent roof over you and a floor made of sections of plank beneath. Where the sections come together there is most generally a ridge; the floor as a whole is quite comfortable to rest on (especially with one blanket underneath you) but the ridges between sections are not quite as good as a feather bed. Being small I generally managed to land on a ridge, but then that is only a minor matter. That afternoon we marched to the station with the regulation full pack and about 6 p. m. got under way for our trip across the English Channel. Before going further let me say that the best description that can be given of Southampton is to read again the descriptions of English towns in Charles Dickens' works; his description of quaint buildings and stores and queer streets is a repetition of the Southampton of today—at least that part of it which we were privileged to see.

The trip across the Channel lasted the entire night and we landed in France shortly after day break the following morning. Our boat was a trim little steamer and a very speedy boat and we were escorted by a convoy of fast British Destroyers. I slept on a pile of barracks bags under a piece of canvas on the top deck and was quite comfortable at that—the only difficulty encountered was when I turned in. I crawled under the canvas and in so doing got my feet (I had on my shoes) tangled up with another fellow's face and was roundly cussed for my awkwardness.

Arrived in France we found that we had been landed at the ancient city of Cherbourg and I believe that Base Hospital 46 has the distinction of being the first detachment of American troops to ever land at that Port; the British however had been using it as a port of debarkation and had a very good rest camp on a hill four or five miles from the city. Our unit marched the entire distance with the regulation pack but I had charge of the baggage with a small detail and managed to persuade the driver to let my men and myself ride; needless to say we were much envied.

We reached the camp shortly before noon and 'rested' until about 3 a. m. the following morning when we hastily rolled our packs and made our way back down the hill to the train. Then began the long trip across France to our present destination—this consumed three days and nights. The Huns had been attacking troop trains with bombing machines and machine guns on aeroplanes so they routed us in a round about way that took us half way around Paris; we traveled a considerable distance in a southerly direction, then east and again north until we were between 25 and 40 miles behind the lines. There are seven large Base Hospitals at this point and ours is the largest Base Hospital center near what was the St. Mihiel front. We are about three and one-half miles from the city of Neufchateau—a city of several thousand population and about 40 miles from the city of Nancy. This is in the foothills of the Vosges mountains and hunting wild boar is considered quite good sport. Good hunting grounds are within a short distance of the camp. I have been out on several hunting parties but so far haven't met with any success. Was on a party recently and unintentionally trespassed on a private hunting preserve; there were about 30 Frenchmen out hunting and I rather expected to get ousted but whatever else a Frenchman may be he is first, last and always a gentleman, so while they were clearly not overjoyed at our presence they nevertheless were very courteous.

"Bazwooly" as we have named the little French village around which the hospital center is located, is a typical old French town—old as the hills—with crooked, narrow, winding streets, and to make their places more picturesque (?) the residents have a habit of piling all the accumulated fertilizer of the countryside in the front yard or better still in the street just in front of the house—that's not a joke but a reality. A Frenchman always travels on the left hand side of the road; some of the Americans do the same and others on the right hand side, so if a high speed vehicle comes along when one is traveling it's a good safe plan to get off the road till said vehicle is safely past, in-as-much as you don't know just where he will go. The railroads are nearly all double track and the trains run on the left hand track also. All the farmers live in small villages that one finds scattered over the countryside every few kilometers (a kilometer is about five-eighths of a mile) and one rarely ever finds a single farm house by itself. Scattered throughout France are fine large chateaus, (palaces we would call some of them); these are the homes of high French dignitaries.

Our unit has seen some very active service while here and the patients handled number several thousand. Judging from the reports coming in from the front and various parts of France the unit has earned quite a reputation for efficiency in the handling of patients and for the medical and surgical treatment given them. A good many Oregon boys have passed through here on their way to the front and through one source or another the Oregon men seem to have learned where we are located and when in this neighborhood always make it a point to hunt us up and try to locate some friends. Two of our sergeants have been commissioned since reaching here, one of them being Richard J. Werner, formerly assistant county agricultural agent for Multnomah county. He is a good second lieutenant in the sanitary corps and at present is stationed here as our detachment commander, a position by the way which he is quite competent to handle.

Truly war places one in a position to learn classes of work that many of us would never have learned otherwise whether from choice or not. I fell heir to the job of undertaker along with other little odd jobs that make their appearance around an army hospital and have certainly had some experience that I never expected to get. I tried to trade the job off and offered all kinds of takers. The one redeeming feature about that kind of work is that no one interferes with the way you handle it as long as you handle it half way right.

We were near enough to the front to hear the heavy bombardment of the big field guns and one several occasions watched air raids in the distance. Several air raids were made at Neufchateau about three and one half miles from here but nothing aside from a slight property damage occurred. I saw five or six machines racing like mad one afternoon and later learned that all but one were allied planes who were chasing a Hun. He must have had his engine in high gear and set for full speed ahead because he was surely wasting no time and was headed straight for the Rhine; it was reported that the allied planes overhauled and finally brought him down but I am not sure that the report was true. So far as we know this center was never at any time in danger of any German attacks although there were numerous occasions when the lights would suddenly go out for an hour or two during the evening in anticipation of an air raid.

Elaborate plans have been made for a Thanksgiving dinner and I believe I am safe in saying there will be few if any Thanksgiving dinners in the A. E. F. that will excel that of Base Hospital 46. The menu contains the following: Rice tomato soup, turkey and dressing, roast beef, mashed corn, canned green peas, mashed potatoes, sweet potatoes, bread and butter, apples, pears, grapes, olives, fruit salad, salmon salad, mince pie, pumpkin pie, nuts, cheese, coffee, cigars and cigarettes. In addition there will be a seven-piece orchestra during the dinner and this will be followed by light entertainment lasting perhaps an hour. Not so bad, is it?

Auto top repairing. First-class work, reasonable prices. S. E. Palmquist, Gresham.

Some choice bargains at Chipman's second-hand store.—Adv.

Read the Want ads.

SENATE BILL FORTY-FIVE IS DISCUSSED

About fifty taxpayers of the county from Rockwood, Powell Valley, Wilkes, Pleasant Valley, Parkrose and Union high school districts met at Rockwood last Saturday evening, in the public school building to discuss Senate Bill No. 45, which relates to the county unit plan for school government, equal taxation for school purposes and suggests consolidation of grade schools for more efficiency in school work. Superintendent W. C. Alderson was present and carefully explained the purpose of the bill which he said was not original with him since in many states it had already been tried and found very satisfactory. He stated that the plan was favored by the National Bureau of Education and Superintendent of Public Instruction, J. A. Churchill of Oregon, and that it had already been indorsed by the Multnomah delegation in the present legislature.

A few of the men present, who were from districts that would be affected financially made speeches in opposition to the bill. Others opposed it on the grounds that they did not understand the purposes of the measure, and insisted on more time for investigation. W. F. Dillon acted as chairman of the meeting and Miss Mary Cathey was chosen secretary.

A resolution was proposed by O. J. Brown of District No. 27 in opposition to the bill which received 26 votes. The rest of the audience did not express themselves.

There will be a meeting of the taxpayers and all others interested at the Gresham school tonight for the purpose of discussing Senate Bill 45, pertaining to consolidation of the county school districts. Mr. Alderson, county superintendent, will be here to explain the measure.

At Parkrose schoolhouse, last night a meeting was held in relation to the new county school bill—Senate Bill 45. There was a large attendance and after the measure had been thoroughly explained a standing vote was taken, resulting unanimously in favor of the bill.

A prominent taxpayer in Multnomah county said: "It will increase my taxes forty dollars a year, but I am in favor of having the best schools possible in Multnomah county and am not going to oppose the bill." He was speaking of Senate Bill 45, the purpose of which is to consolidate the public school districts.

A meeting of the taxpayers of Orient District, No. 6, joint, at Multnomah grange hall on Thursday evening next, to discuss the school district consolidation bill will be held.

Pleasant Valley School District taxpayers have called a meeting for tonight at the grange hall to argue the merits of Senate Bill 45.

Attention is called to the auction sale of E. D. Van Hooteem which is to take place next Friday near Springdale. A large quantity of stock, farm implements and household effects are offered. The sale will take place at 10 o'clock and there will be a lunch at noon.

TO OUR READERS

Did you read the special message to our readers in last Friday's Outlook? If not, look up the paper and read it. If you have forgotten it, read it again. If you have lost the paper send for another copy.

The publishers have made several changes lately that must please our readers. One is the brightening up of our pages by the use of a few good, timely pictures. How do you like them? This is a service that will increase in effectiveness and you are sure of getting the latest and best.

Other additions are being planned for the benefit of our readers. We may use smaller type and crowd the matter closer but we're going to make you read the Outlook, every issue, ads, and all.

Next issue we'll start a Question and Answer column. You send us the questions, anything you want to know, and with the help of the Gresham librarian and other experts, we'll try to answer your questions through the Outlook, if they are sensible and answerable questions. Who'll start the good work? Write or phone your questions.

NOW SEND IN THE SUBSCRIPTIONS. We'll do the rest. You can't swamp us.

The special bargain rate with the Telegram still holds good, but the time is short. Act today. See the ad. on another page.

We have some other bargains which we'll be glad to tell you of if you will phone.

Mrs. St. Clair is the Telegram's special agent in this field for the Bargain period and has already won one prize and is after another. Send her your Telegram subscriptions for Telegram alone or in combination with the Outlook.

SEE THE SPECIAL TELEGRAM-OUTLOOK OFFER ON ANOTHER PAGE.

OUTLOOK PUBLISHING CO.

GREAT ARMY MOBILIZING FOR PROGRESS

The American farmer proposed to get all that is coming to him.

As a result of this idea a simon-pure farmer organization, non-political and national in scope, bids fair to develop in the United States before the year is ended.

Production, transportation, price of foodstuff—even to the betterment of farm life, is action which the farmers have taken into their own hands, in the organization of county farm bureaus in many states all over the nation.

Action of farmers in the state of Iowa is an example.

Delegates from 100 Iowa county farm bureaus met in Marshalltown recently and perfected a state organization which will federate all the county farm bureaus of the state.

Nine districts were formed with a delegate from each one and these delegates formed an executive committee.

Officers elected were president, J. R. Howard of Marshall county; first vice president, Adam Middleton, Wright county; third, L. S. Fisher, Clayton county; secretary, Charles Coverdale, Clinton county; treasurer, J. E. Craven, Jasper county.

The object and purpose of the state organization is to safeguard and further the farming interests of the state. The organization will give special attention to marketing problems, educational work, and to the economic and social welfare of Iowa farm interests.

Only actual farmers may act as delegates or hold office. The organization is non-political. It is financed through the membership in the county farm bureaus, with dues at \$5 per year. Ten per cent of the county membership is transferred to the state fund to organize and finance the state organization.

Such matters as the price of pork, beef, wheat, and other farm products will be handled. Transportation of farm products is another question the organization will look after. The organization stands for good roads, better schools, and all that will make for the betterment of farm life in that state.

The association will co-operate with all other constructive agencies interested in farm problems.

Every county farm bureau is headed by the county agricultural agent and many of the bureaus also support a woman agent as well. Each bureau has its quota of officers and executive committee to handle the farm bureau business.

Forty thousand Iowa farmers belong to the farm bureaus.

Other states are organizing along these lines and it is predicted that a national organization of farm bureaus will result.

The past is yours, of course, and the future is what you make it, we're told, but if you investigate you'll find that most of your past really belongs to somebody else and your future largely is what others may make it for you.

Yes, actually, there is a second-hand store in Gresham. Ask Chipman about it.—Adv.

Ford and Chevrolet repairing. C. E. Osburn, Gresham.