

PLEASANT HOME

The district Sunday school convention will meet at the Pleasant Home Methodist church next Sunday morning. There will be a basket dinner at noon and the exercises will be continued through the afternoon. The speakers will include Rev. E. A. Leonard of Gresham, Rev. B. A. Bristol of Boring and Rev. Earl B. Cotton. Some speaker from the Portland office of the county Sunday school association is also expected.

A union Thanksgiving service will be held at the Pleasant Home Baptist church next Thursday morning at 10:30 o'clock. There will be addresses by Rev. E. A. Leonard and Rev. Earl B. Cotton.

The Baptist Aid society will hold an all-day meeting on Thursday, December 4, at the home of Mrs. Geo. Lusted, who will serve dinner at noon. Mesdames B. C. Altman, J. J. Jack and A. F. Chase will assist the hostess.

Mrs. P. M. Miller has returned from Coos county, where she has been visiting for several weeks with her son, Marion.

An exceptionally interesting meeting of Multnomah grange was held last Saturday. Mr. and Mrs. Al Stanford and George Hayden were given the third and fourth degrees. A thoughtful address on the League of Nations was given by Rev. Earl B. Cotton.

OVERLAND 4 PLEASES ARMY MEN.

The 290 officers and men of the United States Motor Transport Convoy will be remembered particularly well by a score of towns and villages on the far western reach of the Lincoln highway. These communities count improved roads and new bridges among their gains from the convoy's pioneer expedition from Washington, D. C., to San Francisco.

The nation's gain is a remarkable awakening of interest in good roads. From Wyoming to the Rockies, the army train knew no days of easy riding. The road conditions were the worst in years because of the unprecedented dry spell. It took a lot of hard driving and a deal of splendid direction by the officers in charge to maintain the average of 60 miles a day for the heavy trucks. The motor train was three miles long. Among the 72 trucks were some weighing 14 tons with load. For their passage across streams, the army engineer company with the convoy had to rebuild 65 bridges. Fourteen of these bridges were rebuilt one day of the journey.

Starting from Washington on July 7th, the motor transport corps reached San Francisco on September 6th. There a milestone was unveiled to mark the achievement of the first motor transport convoy to attempt a trans-continental trip. To each man was presented a medal approved by the war department. An unusual honor and courtesy came to four civilian drivers who made the entire trip. These men were the drivers of the path finding Willys-Knight touring car and the three Overland 4s which served as the scout publicity cars of the convoy. Colonel McClure, the expeditionary commander, included the four Willys-Overland drivers among the recipients of the medals for faithful, efficient and untiring service with the convoy.

The record made by Overland 4s on the trip is considered remarkable. Overland 4 is the new type of car which the Willys-Overland company introduced to the public this season. Its distinctive feature is a new three point spring suspension. These scout cars excited public interest everywhere along the route. They covered nearly 2,900 miles more of road than did the trucks, preceding the convoy from town to town. The new spring suspension was given the hardest possible test in actual army transport service. Army officers and others who rode in them were enthusiastic in praise of the comfort and ease of riding and the mile-eating ability of the new cars.

It is interesting to note that these Overland 4s and the Willys-Knight completed the transcontinental journey without necessity for repairs. How well the cars performed may be judged from this record kept by Major M. C. Cooper, who represented the Willys-Overland company on the trip. His report read: "Overland 4s and Willys-Knight completed transcontinental trip with clear records. Willys-Knight covered 4,132 miles with but two punctures. Overland 4 Sedan covered 4,387 miles with but two tire changes. Driver Schnell in Overland 4 touring made 4,743 miles with six tire changes. Driver Brown in Overland 4 touring covered 5,055 miles with only three tire changes."

Dr. S. M. Johnson was the official lecturer of the convoy. He made addresses at all stops on the need and importance of good roads; he assisted in the recruiting campaign which was part of the work of the convoy. Dr. Johnson rode in the Overland 4 Sedan. Writing to the Lincoln Highway association, Dr. Johnson said: "I found the Overland 4 Sedan so suited to my needs that I rode in it from choice all the way. It must be the new spring arrangement; but even where the roads were rough, I came to the night stops without fatigue. The car is a marvel of ease and comfort."

"Only once did the car stop except by own volition. We tried to run around the trucks on a dirt road too highly crowned and slippery from rain. We slid into a deep gutter. We secured a spade, dug down to dry earth for traction and went out on our own power."

At Sacramento, California, the motor convoy was met by Governor Stephens of California and a distinguished group of army officers. The officers and men of the convoy were the guests that night of John N. Willys, president of the Willys-Overland company, at a great dinner. The beautiful souvenir menu booklet and invitations were delivered to the convoy by airplane, a Curtiss JN making the trip from Sacramento to meet the convoy and drop the mailbag of invitations. The dinner was held in the sales headquarters of the Willys-Overland Pacific company at Sacramento.

The man who waits for something to turn up usually finds himself underneath when it does turn.

REPORT OF MULTNOMAH STOCK JUDGING TEAM

By ADOLPH ZENGER.
I have been in club work for three years and I have enjoyed it very much. Last year I took up the sheep raising project in division 2, which is the raising of one or more lambs for a period of four months. I purchased a ewe lamb from Mr. Purcell at Pleasant Valley and, although I received only third place on it, the sheep raising project helped me in another way. Because I was raising livestock I got a chance to get into the stock judging contest. This contest was comprised of teams. There are three members in each team and each member must be from a standard club, raising livestock. Grant McMillan, my brother and I all raising sheep, were one team. The stock judging at the county fair was conducted by Mr. Allen, state pig club leader.

There were three classes of animals, dairy cattle, hogs and sheep. Our team took away the first prize, which entitled us to a free trip to the state fair with all expenses paid. We were to have a contest there Monday. We arrived there Sunday night and began judging the next morning at about 9 in the morning. We judged classes of animals, dairy cattle, beef cattle, hogs and sheep. There we took second place next to Benton county, who won first. We had a very interesting contest, but also had a wonderful time.

While up there we were taken up to the city of Salem and shook hands with the governor, went through the capitol and through the state treasury and library. We learned many new and interesting things. We started home Wednesday noon and began our school work.

About a month after we came home from Salem, Mr. Allen and Miss Calkins, our county club leader, asked our team to go to Spokane and take part in the judging held there at the Union Stock yards in November. We started off on Sunday morning, November the second, for Carleton, Oregon, where we were to get some pointers on beef cattle before we left. We got some very good pointers from Mr. Allen and then left for Portland. We arrived in Portland at about 6:30 o'clock. Then we met the Benton and Clackamas county teams.

With Mr. Allen and Mr. McMillan we got on the train at 7:15, which was a sleeper, and went to bed because we were rather tired after our trip to Carleton and back. In the morning at about 7:15 we found ourselves at Spokane. We went to the Davenport hotel and had breakfast, then we went down to the Union stock yards where the judging was to take place and began the judging at about 9:30. We judged the four classes of animals, dairy cattle, beef cattle, hogs and sheep. We were through judging about 4 o'clock, and that night found out that we did what we went there up to do. Oregon carried away the first, second and third prizes from Washington and Idaho. Benton county took first, Clackamas county second and Multnomah third.

While we were at Spokane we visited the Armour packing plant. We were shown through and the different processes of getting the meat ready to sell were explained to us. We started home Wednesday morning and arrived in Portland about 7:15 that night. Next year I expect to keep on with club work and stock judging and try to do even better than I did this year and help my team to become N. W. champions.

Feeding Hens for Egg Production.

By BERT HOBERG
Union High Agriculture Class.
Laying hens require more attention in the fall and winter since these two seasons are not the natural laying seasons.

Then it is necessary to feed them about the same amount and kind of feed and make conditions that the spring and summer provide.

Expensive shelters are not necessary but shelters should be built properly to keep them dry and warm because hens do not lay well when they are wet.

It is necessary that well bred laying hens be kept, for some hens will not lay a profitable number of eggs because they are not natural layers. It is also important that a balanced ration be fed for feeds and feeding influence the quantity, size, color (of yolk) and also the flavor of the egg.

Protein is a very important element in feeding for eggs. Hens require meat in their ration for the animal protein it contains. A certain amount of protein should be fed in some form. It may be supplied in skimmed milk or butter-milk, green cut bones or commercial beef scraps.

The main grain foods for feeding poultry are wheat, oats, corn, barley and oil meal.

Wheat with its by-products, bran, middlings, etc., is the most universally used grain for poultry. Corn is as good as wheat for poultry but must be carefully fed in warm weather. Oats would be better than either corn or wheat if it were not for the hulls and husks. On account of this it is not as good for poultry as corn or wheat, and is not as fattening as these. Barley ground up in a mash is very good. Hens do not usually relish whole barley, it may be improved by rolling.

Oil meal contains over 30 per cent. protein and more or less oil. It makes an excellent addition to the mash, particularly during moulting period, but it should not be fed too heavily. Peas are high in protein and make excellent feed if cracked.

Hens should have all the green feed they care to eat because it is part of a hen's diet. Any kind of green feed is alright if the hens relish it. Some good forms of grass, clover, vetch, alfalfa, rape, kale, lettuce, etc.

FORMS FOR FILING INCOME TAX RETURNS

Plans for the issuance early in December of forms for filing income and excess profits tax returns are being made by the Bureau of Internal Revenue. Taxpayers will thus be given the opportunity of making out their returns immediately upon the closing of their books for the year 1919, when accurate knowledge of their accounts is fresh in their minds.

As a convenience to themselves and as a means of expediting the work of the government, taxpayers are urged by the Bureau, in a statement issued recently, to avail themselves of this opportunity. The period for filing is from January 1 to March 15, 1920.

If the tax is paid in quarterly installments, one-fourth of the amount must accompany the filing of the return.

Form 1040-A will be used for filing individual income tax returns of \$5,000 and less, and Form 1040 for filing returns of income in excess of that amount.

The normal rate of tax for 1919, provided for in the Revenue Act of 1918, is 4 per cent on the first \$4,000.00 above the exemptions, and 8 per cent on the remaining net income. The tax for 1918 was 6 and 12 per cent respectively. The surtax rates, which range from 1 per cent on the amount of net income between \$5,000.00 and \$6,000.00 to 65 per cent on the amount by which the net income exceeds \$1,000,000.00, are the same as for the year 1918. The exemptions of \$1,000.00 for single persons and \$2,000.00 for married persons and heads of families remain unchanged.

These rates apply to every citizen and resident of the United States. Alien non-residents receiving income from sources within the United States are subject to the full tax of 8 per cent on such income in excess of the exemptions.

Form 1041 will be used for filing returns of fiduciaries, Form 1065 for partnerships and personal service corporations, and Form 1120 for corporations.

Announcement will be made of the date on which the forms will be available at the offices of Collectors of Internal Revenue and branch offices.

Elgie Coacher, a member of the Industrial clubs of South Dakota, grew 52 1/2 bushels of potatoes on one-eighth of an acre. At that rate he would have received 420 bushels from a whole acre. He was awarded state championship.

Attorney Likes Lowden

Continued from Page 1.

Lowden can take the place of knowing the man. It is narrated, but not explained, how Theodore Roosevelt, unacquainted with military affairs at the time of the Spanish-American war, fought and won the only decisive land battle of that war with the "Rough Riders," to-wit: The first United States Volunteer Cavalry, which was recruited and colonelled by the trained and more experienced soldier, Leonard Wood, thence to be made governor of New York and thence, by destiny, president of the United States. Also to know Frank O. Lowden is to know and feel there is that undefinable something in his nature that gives him undisputed title to the highest places of trust from the head of the table to the head of the nation. For want of a better term, we called it "general ability" at the seat of learning whence he graduated in his poverty and youth as valedictorian of his class, though he was not distinguished for sustained scholarship nor highest literary qualifications. There was something about him that was greater than letters or college politics, on account of which he received, by common consent, the ranking honors of the occasion. On similar account he would have been selected for president of his Alma Mater in 1887, if that had been the chosen field of his activities. Had he remained a resident of Iowa, he would undoubtedly now be known as an ex-governor thereof or senator therefrom, or one of America's most eminent statesmen, like James G. Blain with his enemies standing between him and his heritage.

On repairing to a neighboring state on the other side of "the father of waters," he intercepted his better fortune and such amount of honorably acquired wealth as to render him independent of capital or corporation as well as invulnerable to charges of seeking to serve his state or country for other purposes than those for which Abraham Lincoln served. Rising by the force of his genius and colossal business capacity, and capacity for labor, to the management of the multi-million Pullman concern, in which he no doubt earned a towering financial interest, Lowden was not a type of man, though wedded to his business and a daughter of millions, to forget all about his over-coat-less days at college, nor the institution itself, which he endowed, nor his aged and destitute preceptors whom he sup-

ported to the end of their years with his bounty.

The destinies of the nation are going back into the hands of the people for the thirty-fourth time in its history. There is a time and a place and a ship of state; also a captain to be selected for the place by the combined wisdom and good-will of all the passengers and crew. There is a financial, social and industrial storm of greater head and proportions than we have yet known. There is a question everywhere, except in Illinois and Iowa, whether there is a man anywhere great enough to perform the service should he occupy the place. It is for those who know the life-line. In his recent sojourn on the Pacific coast, the Illinois statesman threw out the hint to us and all the nation that Lowden was called from the ranks of great business captains to be governor of his state; that he is not a politician in a professional sense but a promoter of the peoples' welfare in the largest sense; that he is a republican who is greater than his party; yet a servant of the people; that he was able and fearless enough to eliminate one hundred and twenty-five state commissions and reduce the affairs of his state to a business basis; and that he is one among a few great men having no enemies, unless some there be among the large German population of the great city of Chicago.

The name of Lowden, like that of Franklin and Lincoln—though there is little in a name, has a ring to it that is American; and there is little to a ring, unless we recognize there-in the familiar tones of the liberty bell.
MILO C. KING.

Farm for Rent or Sale.

Twenty-five and half acres close to city limits of Gresham. Have 40 acres leased. Can go with place if desired. O. W. Tarr, Gresham, phone 503.

PORK RAISING PROVES PROFITABLE

Edgar Sloop, a member of the class in agriculture in Union high school at Gresham, gives the following report of his successful venture into pork production:

Five pigs were bought for \$25. He rented a half of an acre of clover pasture for \$7.50 (a third of a ton of hay was grown on the pasture after the pigs were turned out.) A sum of \$48.35 was spent for mill feed and \$7.50 for small potatoes. The total cost amounted to \$88.35.

The five pigs were sold dressed for \$188.38, making a total profit of \$100.03.

And he gave it for his opinion that whoever could make two ears of corn or two blades of grass to grow upon a spot of ground where only one grew before would deserve better of mankind, and do more essential service to his country than the whole race of politicians put together.—Swift.

Farmers Mutual Makes Big Gain.

The annual report of the Farmers Mutual Fire Relief Ass'n of Portland filed with the Insurance Department of Oregon shows \$1,301,634.00 insurance written by the Ass'n in 1918, and 475 new members gained during the year. The Ass'n is now in its 15th year, and has about five million insurance in force.

Since its organization, the Ass'n has made an annual saving of over 50% as compared with board rates on farm insurance, to its members. H. W. Snashall, president of the Ass'n, is agent for Gresham and vicinity. The office is at 409 Stock Exchange Building, corner 3d and Yamhill streets, Portland, Phone Main 5006.—Adv.

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