

The Officers and Directors
of the
BANK OF GRESHAM
Extend to You all
A Merry, Merry Christmas

for by your hearty cooperation you have increased
our resources as follows:

December 10, 1918,	\$202,650.97
December 10, 1919,	318,343.47
December 10, 1920,	421,706.79
December 10, 1921,	?

We will give \$10.00 in gold to the person making the
closest guess.

We pay 5 per cent interest on time deposits

GRESHAM, THE PORTAL

LOOP HIGHWAY OVER FIRST PIONEER ROAD.

Gresham stands in a most important position as the gateway of the Mount Hood loop highway. Powell street, at the Liberty fountain, is the portal to an empire of fertility and scenic beauty through which all traffic to and from Mt. Hood must pass. Surrounding that portal is a rich little city and a wealthy community unsurpassed anywhere in the whole Northwest.

History goes back to 1845—a period of 75 years—since the inception of the first road in the Oregon country on which any work was done. That road is destined to be the most important link in the great loop road that will have both ends in eastern Multnomah. It is the famous Barlow road, begun by William Barlow who conceived the idea of coming over the Cascade mountains by a passageway down the south side of Mount Hood instead of by way of the perilous passage of the Columbia river gorge. This he accomplished, coming from the Deschutes river to Oregon City, passing through the present sites of Sandy, Kelso and Damascus. Not all of the old Barlow road will form the actual track of the great loop, but it will contribute to its establishment in many places, most noticeably in the natural passes discovered and opened up to immigrant travel in that early pioneer day when the Willamette valley was the mecca of the westward flow of travel from the states far beyond the Rocky mountains.

Power of Capital.

In those days, three quarters of a century ago, all distances were great and the travel-weary pioneer was glad to find a haven of rest. It took something different from money to make the passageway at all. Courage, perseverance and muscular toil, elements not lacking in the argonaut, were combined and the trail that was opened in 1845 is the heritage of the present and for all future time to those who will follow the pioneer road builder into the garden spot of the west for homes along the great water courses or to go into raptures over the scenic beauties that a gigantic expenditure of capital will reveal.

It may be said that Troutdale is also the portal to the loop, and so it will be in a certain sense. But Troutdale has its proprietary rights second to Gresham from the fact that this side of the loop will be built first, ahead of the Hood River section, and will pass through a territory larger and full as fertile. From Gresham to Kelso, to Sandy, and on to Salmon river is an area of land largely settled and capable of being increased both in population and material wealth a hundred fold more than the northern side of the loop is capable of. Gresham will be the most important gateway to all this potential greatness and the nearest approach to the monarch of the Cascades which has given its name to the coming wonderful highway around its base.

Sandy to Benefit.

It will be impossible to forecast all the benefits that will accrue to any particular place now existing although the greatest benefits will fall to Gresham as the recognized commercial center of eastern Multnomah. The city of Sandy will be a large beneficiary because of its strategic position. It stands almost at the foothills of the Cascades—almost at the point where the tourist or other traveler will leave the level fields to plunge into the gorges of the mountains. It is just at the right distance from Portland to be a convenient stopping place after an hour's ride. It will be the last station of importance before the scenic beauties of the Cascades begin to unfold. The 75 miles between Sandy and Hood River will be mostly over a scenic route of unparalleled grandeur and there will be little inclination to care for material things.

Gresham first and then Sandy will supply what may be needed before all civilization is left behind. Those who return this way when the road is completed will be glad to stop at Sandy and Gresham for a final rest and supplies, if needed, before continuing on to the metropolis.

As a Market Road.

As a market road the loop will be of more importance to the great agricultural district between Gresham and Sandy and to the contiguous territory than for its value as a scenic highway. For a distance of thirty miles a settled community will have access to the outer world and that access must be through Gresham—hence its importance as the gateway. Lateral roads will come in a few years and before another decade a district as large as an ordinary county will be paying tribute to the Gateway, even though a large share of its patronage will pass through here on its way to a greater market. This fact gives to Gresham the prestige that no other town can enjoy as fully as Gresham.

The big celebration at Sandy on Labor Day was the medium of an expression of enthusiasm and joyfulness over the decision to build the highway along its principal street and beyond. Nor was it Sandy alone that felt so good. All the people from Gresham and for many miles around shared in the congratulations that were due the little city. Many speeches were made, songs were sung and tales of pioneers were told. The days of the trail and the footlog were felt to have passed away and a new era had just dawned. Sandy has reason to be proud over its victory.

Honor to Wenme.

There has been considerable speculation and curiosity as to whom the honor is due for the conception of the Mount Hood loop highway. Also there is an inadequate knowledge of its distance and probable cost. As to the latter it is probably speculative yet to some extent, although surveys and estimates have been made and the work fully determined upon. The appropriations for the coming year's work, nearly all of which will be done between Gresham and Government Camp, is \$340,000. It is not known what the appropriation, if any, has been made for the work south of Hood River, but that item is of lesser interest to the people here. The road will be built although it may take several years to complete it.

But to go back to the inception of the idea: The writer of this had an interview with County Commissioner Rufus C. Holman, who is president of the Mount Hood Loop Road association, in which some interesting history and information was revealed. In this course of that interview Mr. Holman said:

"Already a decade has passed since the late Henry Wenme, who owned the first automobile in Oregon and was our first effective advocate of good roads, began to agitate the construction of a road from Portland through the Columbia River gorge to Hood River, up the Hood River valley to the old Barlow road and westward by the south flank of Mount Hood to Portland.

"He spent much energy on this project at a time when he was almost alone in his efforts, as well as about \$40,000 of his own money. He was the pioneer, in my opinion, of this great movement of which today we are all more or less enthusiastic converts. He it was who obtained in 1910 the right of way for a road from Bridal Veil in Multnomah county to the Hood River county line, and which became a legal though not an actual road, April 29, 1911. I do not know what personal expense, if any, he was put to in this particular matter, but I do know that it was obtained without cost to Multnomah county.

"This road was to be a one-way mountain road with occasional turn-outs for the passage of traffic and with grades as high as 19 per cent. And such was the idea of a good road until Samuel Hill came amongst us in 1912-13 and taught us all the definition of a good road—a road of 5 per cent maximum grades with 100 foot minimum radius for all curves, at least 24-foot width of grade and surfaced with the best pavement obtainable. Those prior to Samuel Hill contemplated a road of no particular construction and of the type that was typical of that period throughout our land (the viewers report estimated the cost of that portion of the Columbia River Highway in Multnomah county at only \$100,000); but the idea of a highway of the magnitude and grandeur of the Columbia River Highway, as we behold it today, was the idea, thought and purpose of Samuel Hill.

Distance and Cost.

"The distance around Mount Hood via Hood River, Elk Meadows, Government Camp and Sandy is approximately 175 miles. The road from Portland to Hood River, a distance of 65 miles, is now completed. There are fair county roads for a distance of 25 miles through the Hood River valley to the boundary of the Oregon national forest, from which point to Government Camp there is only a trail or bridle path for an additional 25 miles. From Government Camp to the forest rangers' station at Zig Zag the United States government has established a good grade about eight miles in length, although it is not yet surfaced. From Zig Zag to the Multnomah county line is about 30 miles of very poor road, for which the board of county commissioners for Multnomah county, in the budget for 1920 appropriated \$85,000 toward its improvement, with the understanding that the State highway commission would appropriate an equal sum for the same purpose, and arrange for the co-operation of the United States department of public roads, who are prepared to contribute \$170,000 for the same purpose, making a total of \$340,000 available for the improvement of this section of the loop road. The major portion of this sum undoubtedly will be expended upon the 17 miles between Sandy and Zig Zag. The thirteen miles between Sandy and the Multnomah county line should be repaired and improved by Clackamas county. From the Multnomah county line through Gresham to Portland are twenty-two miles of good road, from the county line to Gresham being first class gravel and macadam, while from Gresham to Portland is a fine paved road.

Several Years Yet.

"No doubt two or three years will elapse before this Mount Hood loop road will be available, yet I hope that it will be possible within another year to go from Portland to the summit of the Cascade mountains, which is about two miles east of Government Camp, over a first class road. With this section of the loop road completed all those delightful places about the southern base of Mount Hood will be available for recreation purposes, and the distance into central Oregon reduced about 80 miles. Moreover, that fine farming section of Clackamas county through which this section of the loop road will traverse, will be subject to intensive development and made immediately tributary to Gresham in Multnomah county. Ever since I have been a commissioner of Multnomah county I have endeavored to promote the Mount Hood road project, and I believe much has been accomplished; and yet I am disappointed that the matter has not progressed with more expedition than it has. I have on two different occasions organized parties of public officials and others who were prominent in the movement, and with them have gone over the entire project in the field.

"I am convinced that there is much merit in the Mount Hood loop road. I believe it will serve a very useful purpose, and I believe that eventually it will be the means of bringing a revenue into our state equal annually to its entire cost."

CORBETT

Mrs. Estella M. Styring and Franz Thelon of California were married Tuesday at the home of the bride's parents, Mr. and Mrs. Baumgardner, Rev. E. Murphy officiating. After the ceremony Rev. Murphy took the bride and groom for a motor ride up the highway to Horsetail falls and return. Mr. and Mrs. Thelon left Wednesday for California, their future home.

In Memoriam.

Dust returned to dust, and the spirit to God who gave it.

Gladys M. Barr, daughter of Mr. and Mrs. Alex. Barr, born May 1, 1899, died December 6, 1920 at Medford, Oregon. An operation for appendicitis followed by complications of their ailments led to her death. Her noble soul, her young spirit went out over the dark Jordan of death, with the pale and silent boatman, and death stamped the chilly impress of his icy hand upon the fair and innocent brow. Her sickness was of a few days' duration and the many friends here had not heard of it and when the word of her death was borne from lip to lip a tremor of deep surprise ran through the community. Her many friends were stricken with grief and the large gathering of friends and neighbors at her funeral was evidence that she was loved and honored in the fullest measure of human sympathy and affection.

Gladys was graduated from the Columbian high school at Corbett in the spring of 1917 and the following autumn took up work at the Pacific University at Forest Grove. When our country entered the war she volunteered to go as a nurse and was sent to Medford for training and would have completed the course in November, 1921.

The funeral was held from the community church Thursday, December 9th at 1:30 p. m., the Rev. Edward Murphy speaking words of comfort to the sorrowing relatives. Interment was in the Troutdale cemetery beside the grave of her brother, Curtis, who was laid to rest last June. She leaves to mourn her untimely death, father and mother, two brothers, Robert and Harold, and one sister, Bertha, all of the family home.

The floral tributes were abundant, rich and beautiful beyond adequate description.

"T was thus in a bed of flowers
Our dear one found repose
Amid whose heavenly beauty
She was the central rose."

PLEASANT VALLEY

The Pleasant Valley community club will hold its first community sing next Friday evening, December 17, at 8 o'clock in the grange hall. Prof. Walter Jenkins of Portland will be present and will have charge of the meeting. This is everybody's meeting and everybody is urged to be present and participate.



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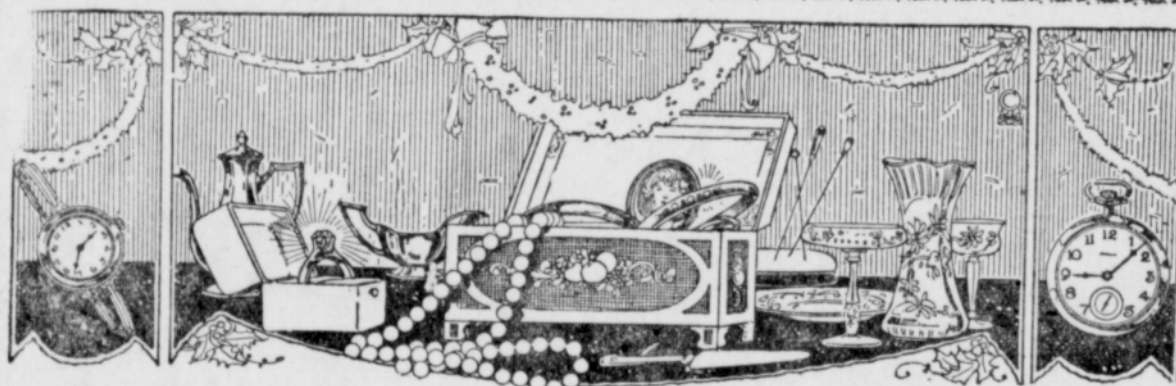
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