

FORD AGENCY HAS COMPLETELY EQUIPPED GARAGE



Gresham is to be congratulated on having by long odds the finest garage building in the county outside of Portland and comparable with any in that city. The new building was completed last spring at a cost of about \$50,000. It speaks well for the enterprise of Baker & Son, the Ford agents in this territory. It is roomy, well lighted, fully equipped, and well arranged. A full stock of Ford parts is kept on hand and the work is always first class. Service is the firm's motto. The full line of Ford products is handled, including cars, tractors and implements.

FACTORIES ARE LOCATING IN GRESHAM AND FIND SUBURBAN SITE ADVANTAGE

As a center for manufacturing enterprises Gresham is being sought by capitalists. Modern development of trucks, electric power and good roads makes it less necessary for manufacturing sites to be located close to large cities and to waterfront. Gresham has railroad service, electric power and light service, city gas, hard surface road connections with the rest of the state and with Washington, and its factory sites are reasonable in price. Take, for instance the investment necessary for a factory site of one acre with deep water frontage in Portland and it will require from \$50,000 up for such a location. In Gresham a thousand dollars would represent the outlay. Manufacturers are being driven from the large cities to seek more reasonable site investments. It will cost less for a factory site in Gresham than for the annual interest and taxes on a site in the manufacturing districts of Portland, Seattle, Oakland, Los Angeles, or other large cities of the Coast. These and other facts are realized by an increasing number of citizens and investors.

In 1915 the Beaver State Motor Company came to Gresham and has invested \$300,000 in a plant and buildings to manufacture gasoline drag saws, the Hardin auto brake and many attachments and mechanical devices and parts on custom order. The company consists of P. A. Combs, president; A. H. Averill, vice president; G. A. Johnson, secretary-treasurer, with whom are associated as directors, J. L. Bailey, E. J. Jaeger, R. B. McClung and W. H. McMonies. The site consists of six acres northwest of Gresham, with abundant track frontage on the Bull Run line and close to hard surface roads. With the completion of the Section Line road with hard surface past its doors it will be the best situated manufacturing plant in the state. Shipments to and from the east over the O.-W. R. & N., less than two miles to the north at Fairview can be made by trucks.

The plant of the Beaver State Motor company consists of three large buildings, the largest being 60 x 200 feet and the other two 40 x 100 and 32 x 140 respectively. During the World War preparations were made to manufacture specialties for the U. S. Government, but not much was done and the Armistice placed a large investment in machinery for a time on the inactive list. With the restoration of an equitable rate of foreign exchange and the opening of timber operations in Oregon large orders are expected. There are now on hand 1000 drag saws and engines; many tons of pig iron and scrap for the smelter and moulds for the foundry department so that on short notice 60 men can be put at work to fill them.

At present the establishment is being operated with a small crew filling only immediate orders and preparing material and machinery for the rush season confidently relied upon to make manifest early in the spring.

Recently Gresham and Portland citizens united to organize and establish the woodworking plant of the F. J. Zwiebel Manufacturing company, with a capital of \$50,000. A modern factory has been erected

near the site of the Beaver State Motor company northwest of the city of Gresham, 45 x 100 feet. It is equipped with modern machinery and separate electric motors for the manufacture of wooden supplies for woolen mills and textile factories. As a demand thus made for Oregon native products. With the increasing development of industries in Oregon these supplies are more in demand and can be filled with a good margin over eastern competitors. Among the many articles to be manufactured are kicker sticks, bobbins, spool barrels, double head spools, crank arms, jack spools, bobbins and bobbin sticks. Anything of wood that can be turned will be produced with special machinery now being installed. One of the specialties of the company will be baskets for various purposes from berry baskets up to the tens of thousands to heavy baskets used in woolen and other mills, commercial trade baskets and fancy baskets. There will be at least 50 women employed in this department alone, and operations will begin as soon as the machinery now being installed is tested and accepted.

Offices will be maintained at 404 Oregon building in charge of Howard E. Butler. F. J. Zwiebel is president and manager with J. W. Butler vice president; L. B. McManus, secretary. There has recently been secured, adjoining the Beaver State and the Zwiebel tracts, manufactured site for the Pacific Malleable Iron company. The capital stock is held mostly by Minneapolis, Minnesota parties and it is understood that it is to engage in the manufacture of specialties and tools. Until organization and arrangements have been completed it is not desired that the plans and intentions of the enterprise be fully made known.

Other manufacturing enterprises are sure to follow. Any person interested in the advantages offered by Gresham will find ready cooperation on the part of the business men of the town and valuable information will be placed at the disposal of any company seeking a location.

The Five Toasts.

Five prominent gentlemen happened to meet at Los Angeles California, during the recent World War. They became bosom friends. One was a Russian, one a Turk, one a Frenchman, one an Englishman, and the other an American. They proposed a toast in keeping with the times, the one giving the best toast to be at no expense for the champagne. They follow:

The Russian—"Here's to the Stars and Bars of Russia, which never were pulled down."

The Turk—"Here's to the Moons of Turkey, whose wings were never clipped."

The Frenchman—"Here's to the Cock of France, whose feathers were never picked."

The American—"Here's to the Stars and Stripes of America, which never trailed in defeat."

The Englishman—"Here's to the rampan, roarin', Lion of Great Britain, who tore down the Stars and Bars of Russia, Clipped the Wings of Turkey, picked the feathers off the Cock of France, and ran like hell from the Stars and Stripes of the United States."

What you want, when you want it, as you want it—Want ad. it.

ROBERT LANSDOWNE HAS PAINFUL INJURY

Robert Lansdowne suffered the loss of a part of one of his great toes and a scalp wound as the result of an accident at Golf Junction Monday morning while he was on his way to work at the Beaver State factory in Gresham. Mr. Lansdowne lives in Oregon City and has been accustomed to come to his work daily on the Bull Run car, changing at the Junction. Monday, after boarding the car at that place, he found that he was on the Gresham instead of the Bull Run car which was following it. He hurriedly made the change but in doing so fell, cutting his head severely. Though somewhat dazed he managed to get onto the Bull Run car but found that a wheel had run over his toe, which was mashed and exceedingly painful. Arriving in Gresham Mr. Lansdowne was given first aid by Wm. Congdon and Dr. Adix was called, who found it necessary to amputate a part of the toe. He is now being cared for at the home of his brother-in-law, C. E. Rusher. Mrs. Lansdowne, who is a teacher in the Oregon City schools, spends the nights here but returns to her work in the morning.

MY AUTO 'TIS OF THEE.

My auto, 'tis of thee,
Short road to poverty,
Of thee I chant.
I blew a pile of dough
On thee three years ago,
Now you refuse to go,
Or won't or can't.

Through town and country side
You were my joy and pride
Of a happy day.
I loved the gaudy hue,
The nice white tires new,
But you are down and out for true,
In every way.

To thee, old rattle-box,
Came many bumps and knocks,
For thee I grieve.
Badly the top is torn,
The nice white tires new,
But you are down and out for true,
In every way.

Thy perfume swells the breeze,
While good folks choke and wheeze
As we pass by.

I paid for thee a price,
'Twould buy a mansion twice,
Now everybody's yelling "ICE!"
I wonder why?

Thy motor has the gripe,
Thy spark plug has the tip
And woe is thine.
I, too, have suffered chills,
Fatigue and kindred ills,
Endeavoring to pay my bills
Since thou wert mine.

Gone is my bank roll now,
No more 'twould choke a cow,
As once before.
Yet, if I had the mon,
So help me, John, Amen,
I'd buy a car again
And speed some more.

The reported kraut shortage shows good luck has come at last.

The bonds of matrimony don't always pay interest.

Keep in style. Try one of those "classy-fied" ads.

FRED CRANE, JR., IS IN CRITICAL CONDITION

Word has been received that Fred Crane, Jr., son of Mr. and Mrs. Fred Crane of Rockwood, is in the last stages of tuberculosis, which he contracted while in overseas service in the late war, and against which he has been waging a losing fight ever since his discharge.

George Crane, older brother to the sick man, received an injury in an accident at the Bull Run headworks last Friday when an elevator dropped, precipitating him 35 feet and breaking both bones of one leg just above the ankle. He was taken to St. Vincent's hospital for treatment.

A Dead Letter.

A colored man in Chattanooga, Tenn., wrote this letter to a colored man in Macon, Ga.:

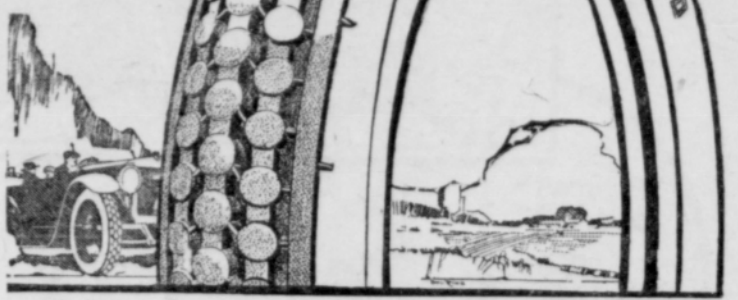
"Dear Sam: Is you dead or is you alive? If you is alive, send me that ten dollars you owes me.—George."

A week later George received this reply:

"Dear George: I is dead, and that ten dollars was used to help buy my coffin.—Sam."—Cincinnati Enquirer.

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GRESHAM GARAGE

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FRED SOUTHARD

GRESHAM, OREGON

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