

HOLMAN REVIEWS WORK OF 10 YEARS; MANY PUBLIC BETTERMENTS FURTHERED

The last ten years have passed so quickly that I can hardly believe that it lacks but a few weeks of a decade since I was first elected by the legislature to serve as a commissioner of Multnomah county. Do you realize that within this short period a revolution has taken place in the manner of doing many every-day things and particularly in our means of transportation, the effect of which has greatly changed our manner of living? And do you realize that the administration of Multnomah county has kept pace with this revolution in our daily habits but only at the necessarily tremendous expenditure of tax-money? The sincere criticism which the members of the board have had continually to bear has arisen because even more improvements were not undertaken—not because so much had been accomplished, although the cost has been so great. Apparently, at tax-paying time only, is the cost of public improvements realized by those demanding them.

Ten years ago, the horse-drawn vehicle was the rule and the automobile was the exception. There were no paved roads in the county except an experimental two-mile stretch on the Linnton road which was little more than a redress of an old macadam road with Warrenite. The Columbia river highway was only a dream in the mind of one man, Samuel Hill,

and the opposition said he was crazy. The interstate bridge was being advocated by some far-sighted—but at the time thought visionary—people. The care of the indigent poor and the impoverished ill, both in our institutions and those assisted by what is known as out-door relief, was being carried on, after a fashion, in the same unmethodical, unscientific way that had prevailed almost without alteration for the past half-century, except that some progress had been made in the treatment, under severe handicaps, of the patients at the miserable county hospital.

The county was being bled to the extent of tens of thousands of dollars annually for advertising the delinquent tax-list in some, but particularly in one, very grasping and parasitical Portland Daily.

The new courthouse and the new central library building, which is also a county structure, were just being completed. There was not a public comfort-station within the entire city of Portland. There was a saloon on many of the principal corners of every city, town and hamlet within the county and most vile and disorderly roadhouses here and there and everywhere about the county. The moving picture theater was in its infancy and the shows were inclined to be naughty. The moving picture theater was in its infancy and the shows were inclined to be naughty. The political boss of the old convention days was still extant and was yet a power,

while those he had trained in his methods still remained in office.

The county was administered by a county court, consisting of a judge and two commissioners, and there was no regular time or meeting place of this administrative body except that by law they should meet on the first Wednesday of each month. No accurate records were kept of their proceedings. There was no order or regular method of doing the county business.

Whereupon, the legislature of 1913 authorized the creation of a board of county commissioners to administer the business of the county as a separate function of government from the county court, which should administer probate and similar judicial matters. The new board of county commissioners began its labors under what I believe were very difficult conditions on account of the sinister influences which the old professional politicians still exerted, and particularly the control which the editor of the Oregonian tried from time to time to exert over the members of the commission. Then followed a stormy time for those in authority in Multnomah county while these forces were being overthrown, and commissioners came and went but the work went on. My idea was to introduce accurate, scientific methods of administration in place of haphazard guesswork.

Today the automobile is the rule and the horse-drawn vehicle is the exception. A new kind of road had to be built for the new kind of traffic using it and there are now approximately 100 miles of paved roads in the county, all located upon permanent grade and alignment. No longer is a road built in Multnomah county by the rule of thumb, but before good money is spent for construction the county road is planned just as a house is planned before its construction and maps and blueprints are prepared and followed. While the first cost of location is more, by this plan, it is the last cost; consequently, in the end, it is infinitely the more economical method to follow. This is the great lesson taught in the construction of the Columbia river highway and its value to Oregon is at least as great as the actual use and possession of this greatest of all roads.

And think what an achievement the building of this road was for any administration and what an awful opposition there was to it at the time; but at last the vision of Samuel Hill became an accomplished fact, thanks to the many good men who lent themselves to its achievement and to the good people of Multnomah county who through their taxes went deep down into their pockets to pay for it.

The interstate bridge has been built and is serving a useful purpose and unites southwestern Washington to Portland, and Multnomah county, industrially, commercially, and socially, to the great advantage of all of us. It not only pays all its operating expenses and maintenance charges, the interest on the bonds and retires the bonds as they fall due, but is accumulating a handsome surplus which will rapidly increase in the future as the interest on the bonds decreases with their retirement, and traffic over the bridge increases with our growth in population.

Today the newspaper graft incident to advertising the delinquent tax-list



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is no more and the total cost of notifying the delinquents by post-card will not exceed \$400 for the current year.

The county farm is no longer the awful institution it once was, but is a credit to the county. The infirmary department is in charge of a trained nurse assisted by practical nurses, and nurses in training, and there are no longer scenes of brutality or the sly persecution of any of the inmates. The farm department is in charge of a real farmer working in cooperation with the county agricultural agent and the Oregon Agricultural College, and a very creditable dairy herd of registered and high grade Holsteins has been developed in place of the miserable scrubs which once consumed the hay and feed to no purpose. Instead of the farm division being an expense, it has been able to provide wholesome farm products to the several county institutions the past five or six years at an annual saving of several thousand dollars.

The county out-door relief is now administered by the trained workers of the public welfare bureau, acting for the county in an advisory capacity. The object now is to attempt to cure the condition of poverty in which the applicant or subject of county relief is found, just as our county hospital staff endeavors to cure the mental and bodily ills of its patients. An effort is made to organize the financial affairs of the indigent and direct his energies so that he may no longer be an indigent but will become a self-supporting and self-respecting citizen of our commonwealth.

The new county hospital building is nearing completion and will be occupied early next year. I am proud of this entire project and will take all the responsibility for its location, construction and relation to the University of Oregon Medical school. As time goes on it will be realized by the people of Multnomah county what a worthy institution this is and what great advantages there are in its location and in the proposed arrangements for its operation in close relationship with the University of Oregon Medical school. These things are not now understood by many people, because there has been so much misrepresentation of the facts by that newspaper whose finances suffered most from the abolition of the graft incident to the advertisement of the delinquent tax-roll, and therefore desired to discredit me personally, and has taken this means, among others, of doing it.

The limits of space will not permit me to go further into details of county administrative reform and achievements during the past decade but every step forward was accomplished only at some sacrifice. The people had to pay for the improvements, and these commissioners who bore the brunt of the battle for reform in county administration have had to endure the persecution of those who by the reforms lost their personal direction over the county administration, as well as a diminution of their personal revenues.

This one fact is indelibly impressed upon my mind—it is something the parlor reformer never realizes—the price of progress and reform in the public administration is the everlasting and unrelenting persecution of

the reformer by the grafter, the idler and the incompetent.

I leave the board of county commissioners with the best of good will for my successors; with a gratitude to the people of the county who supported me in my efforts to serve them well; with an appreciation of the fine friends I have made, and with a satisfaction that there never has been anyone between me and the people of the county who could misdirect my energies or divert my efforts or thwart my purposes to be of service to them. I believe I can truthfully say that there has been, while I had the honor to serve Multnomah county, "Something attempted and something done."

I wish to take this opportunity to thank the Gresham Outlook for the encouragement it has always been to me and to all others who would keep faith with the people.

Knew His Place.

Sister Sarah was called upon for testimony in a revival meeting. She humbly declined in these words:

"I have been a transgressor and a black sheep for a good many years, and have only recently seen the light. I believe that my place is in a dark corner behind the door."

Brother Jones was next called upon. Following Sister Smith's meek example, he said:

"I, too, have been a sinner for more than forty years, and I do not think I ought to stand before you as a model. I think my place is behind the door, in a dark corner, with Sister Smith."—Exchange.

AUTO LICENSES IN WASHINGTON INCREASE

The Washington state license department has recently given out figures on automobile licenses for that state for the year 1922, which show that 243,157 licenses have been issued. This is an increase of 31,311 over the preceding year. Licenses for private cars increased from 154,239 to 176,074. Trucks increased from 27,739 to 31,941. For-hire licenses decreased from 2454 to 1945 and stages from 927 to 756. Dealers decreased from 811 to 712 and motorcycles from 3913 to 3546. Transfers of licenses during the year increased from 13,233 to 19,869.

Some People Believe This.

A man was zigzagging homeward. "What's the matter with that fellow over there—the one that's holding onto the lamp post just now? Didn't you see him try to walk along a while ago?" "Well," said the policeman, "there was a time when I would have said he was drunk; but now I suppose he's rehearsing the memories of the past."

Would You Say He's Alive?

He (walking by a graveyard)—"Wouldn't it be ghastly if all the dead people here would come to life again?" She (yawning)—"No, indeed! I wish one of them would."



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