

FIRST CARS ENCIRCLE MT. HOOD
OVER THE NEW LOOP HIGHWAY

An automobile caravan, the first to accomplish the feat, made the run Monday entirely around Mt. Hood by the new loop highway which will be open to the public within the next few months. This trip was in no way an official dedication of the highway, but the viewing of the road by high officials and interested persons. The party passed through Gresham early Monday. The following description of the trip by Henry M. Hanzen, giving the names of those participating, also an interesting historical sketch of the old Barlow road, appeared in the Portland Telegram of July 1:

It took Samuel K. Barlow, Oregon's pioneer road builder, almost three months to pilot an immigrant train from The Dalles to Oregon City over what has gone down in Oregon history as the Barlow road.

That was in 1845—seventy-nine years ago.

Yesterday it took an automobile caravan, making the initial automobile trip around the Mt. Hood loop, less than five hours to traverse practically the same route and less than seven hours to make the whole loop of 173 miles.

Barlow and his immigrant train began their journey from The Dalles on October 1, 1845.

Barlow and a companion preceded and blazed the route, and the train followed, cutting out the road as it journeyed along.

It encountered primeval forests, precipitous canyons, treacherous streams, dangerous swamps, and near the close of its journey, winter with its cold blasts and snow.

Arrived on Christmas Day.

With its members fatigued almost to exhaustion, half frozen and half famished, the train reached what was known as the Foster settlement on December 23, and it arrived at its destination, Oregon City, on Christmas day.

With the exception of a few miles of road yet under construction and a precipitous detour, the automobile caravan yesterday traveled over a splendid graveled highway and the weather conditions were ideal.

It traveled at the rate of from twenty to fifty miles an hour, depending on the condition of the road.

A year after Barlow had successfully piloted his immigrant train over the first wagon road to Portland and the Willamette valley, he secured from the territorial legislature a franchise to build a toll road over the historic route.

More than two-thirds of the immigration of 1846 came over this toll road, and until the construction of the Columbia river highway, this toll road was the wagon road from eastern Oregon to Portland and the Willamette valley.

After operating the toll road for several years, Barlow reconveyed it to the territory of Oregon.

Territory Neglects Road.

But the territorial government neglected to repair it, with the result that it became almost impassable.

Later the road was rechartered to an Oregon City stock company, which operated it until acquired by E. Henry Wemme, Oregon's original good roads booster.

It was Wemme who first conceived the idea of the Mount Loop road.

He saw what it would mean to Oregon as a tourist road, and he untiringly and ceaselessly agitated for its construction until the time of his death.

In his will Wemme bequeathed the toll road to his friend and attorney, Senator George W. Joseph.

Like Wemme, Senator Joseph also saw the tourist possibilities of the road, and he conveyed it to the government without consideration in order that it might utilize the old route as the basis for the construction of the Mt. Hood loop.

Celebrates Completion.

It was to celebrate the completion of the grading of this loop around Mount Hood that the automobile caravan trip was made yesterday.

Besides Senator Joseph, the caravan was composed of C. D. Curtis, personal representative of Thomas H. MacDonald, chief of the federal bureau of public works; J. S. Bright, assistant chief engineer; C. H. Purcell, district engineer; A. C. Rose, assistant district engineer; George H. Cecil, district forester; T. H. Sherrard, assistant district forester; John Guthrie, of the public relations department of the forestry bureau; J. A. Elliott, engineer in charge of the construction work; Julius L. Meier, John B. Yeon, Rufus C. Holman, Judge Kanzler, E. S. Collins, Henry Ottenheimer, Amos Benson, Leslie Butler, C. Bell, Highway Commissioner Henry B. Van Duser, State Highway Engineer Klein, Assistant State Highway Engineer Clark, newspapermen and motion picture representatives. All the members of the party have been prominently identified with the development and construction of the loop.

The caravan left Portland at 8:30 o'clock in the morning.

It paused enroute on the south side of Mt. Hood to pay tribute to a nameless pioneer woman whose grave with a white cross over it is near the highway just this side of Government Camp.

Halts at Sahale Falls.

At beautiful Sahale falls, which were discovered during the construction of the loop, the caravan halted for luncheon.

After luncheon tribute was paid to Samuel K. Barlow, and E. Wemme, Senator George W. Joseph introducing the speakers. Among them were Leslie Butler, C. Bell, T. H. Sherrard, Rufus Holman, Julius Meier, H. B. Van Duser and C. H. Purcell.

The first five named, together with Senator Joseph and Judge Walter Evans, viewed the present route ten years ago. Judge Evans was to have been a member of the party yesterday but was unable to go on account of pressing court work.

Lots were drawn at Government Camp to determine who was to have the honor of leading the caravan around the loop.

John B. Yeon drew number one, and Senator Joseph second.

Marks New Epoch.

The completion of the old Barlow wagon road marked the beginning of a new epoch in Oregon history, and progress.

Judge Deady said the "road contributed more to the prosperity of the Willamette valley and Oregon than any other achievement prior to the building of the railways in 1870."

The completion of the grading on the loop around Mt. Hood marked another epoch in Oregon history and progress.

When fully surfaced this fall the loop will make available one of the greatest playgrounds in America—a playground rich in romance and history, and unsurpassed in scenic beauty.

Amusements for Coming Fair
Will Be Varied and ThrillingVaried Day and Night Program Will Provide
Entertainment, Best in the West

RACES WILL RIVAL ANY IN STATE

"Let 'er Go, Whoope-e," Slogan for "Frontier
Days," With Cowboy Lids as Emblems.

FOUR DAYS RACES

First day.....	2:25 trot. Three heats	2:14 pace. Three heats.
Second day.....	2:18 trot. Three heats.	2:20 pace. Three heats.
Third day.....	2:14 trot. Three heats.	2:25 pace. Three heats.
Fourth day.....	2:12 trot. Three in five.	Free for all pace. Three in five

"Frontier Days on the Range" is the name that has been suggested and will likely be adopted by the fair board at the meeting next Monday night to cover the long list of unusual amusement attractions which will comprise the day and night program at the coming county fair which will open on Tuesday, July 29.

In addition to the regular program of horse racing, with an unusual number of the best trotters and pacers on the coast, three large shows have been engaged for day and evening entertainment on the race track. These shows include some of the best features of the Pendleton round-up, with cowboys, cowgirls, Indians, wild horses and wilder steers fresh from the ranges of eastern Oregon and Washington. Many of the cowboy riders are famous for their daring feats and several of the cowgirls are world renowned.

The list of unusual features that will be seen this year on the fair grounds is long and includes the following:

Umatilla Indians in full regalia.
Cowboys, cowgirls.
Wild horses, wild steers.
Bucking, bulldogging, fancy roping.
Relay races, chariot races, Roman riding.
Indian wild horse riding.
Cowboy wild horse riding.
Cowgirls riding bucking bronchos.
Drunken horse riding.
Stage coach racing.
Squaw races.
Indian war dances.

The cost of securing these attractions is many thousands of dollars and the arrangements have been under consideration by the fair board for many weeks. It was a big undertaking and has been carefully considered on all sides. Trips have been made by members of the board to eastern Oregon and the attractions that have been secured are the pick of wild west shows with added features. The board was unanimous in its choice of the shows.

The carnival company that is to furnish the riding devices, always so popular at fairs, has been permitted to come into Oregon from California where they were held up for a time on account of the stock quarantine. This means that the children will have their favorite rides.

A twenty-piece band will furnish the band music and besides there will be quartets or other singers for each day.

The new grandstand has been completed and will be used for the Legion celebration on the Fourth. The bleachers have been reconstructed and enlarged. These are counted on for a large part of the resources needed to finance the super attractions arranged for.

The race track will be electrified so that the evening races and exhibitions will be easily seen.

Everything is being done to provide ample auto parking space as it is expected the attendance of former years will be far outdone.

The ticket selling campaign by which it is expected to sell 100,000 day admission tickets previous to the fair, fifty per cent of the proceeds to go to the boys' building at the children's farm home of the W. C. T. U., is now well under way and promises to be a wonderful success. This will mean a greatly increased attendance.

Help the Fair, Help the Farm Home.

Local people are urged to assist in this ticket selling campaign. Those intending to buy day admission tickets are urged to purchase their tickets early and assist both the farm home and the fair. The Outlook office has taken a bunch of these tickets to sell and would like to do its part in aiding this worthy cause. An army of solicitors will canvass the city. No commissions will be paid, the work is all gratuitous and generous business men are underwriting the office expenses of the campaign. The fair board furnishes the tickets.

The daily admission tickets are 50 cents. Call or write for as many as you want. Help the fair, help the home.

Buckaroo Hats to Be Worn.

The board has adopted the cowboy hat as an emblem suggestive of the character of the chief amusement attractions which will probably be gathered under the name of "Frontier Days on the Range." "See you on the Range," "We'll ride together on the Range" at the Multnomah County Fair," will be the favorite meeting and parting expressions from now on. And Let 'er Go! Whoopee-e! will be shouted early and late until everybody is thoroughly awake to what is soon to take place and the tall buildings in Portland, the monarchs in the forest and old Mt. Hood itself echo and re-echo the stirring cowboy yell.

Aylsworth & Martin are selling these buckaroo hats to fair boosters at \$5 each, and silk neck scarf at \$1 each. Members of the fair board are setting the example. Let others follow. See the hats on display at the store. A band bearing the slogan is furnished with the hat. The hats and ties are furnished by this popular store at absolute cost. Get one early.

The regular meeting of the fair board will be held next Monday night.

Campers Stage Vaudeville Act.

Berry pickers at the Eugene Chiodo farm, four miles east of Gresham, entertained themselves and near neighbors Wednesday evening, presenting several vaudeville acts, the front porch serving as a stage and the lawn accommodating the audience. (California) Rhinerson had charge of the show, opening the program with a witty review of numbers to be presented, and with the assistance of his wife closed the show with a clever minstrel act.

There was a piano solo by Buddy Cooper, acrobatic stunts by Marie Rhinerson, Peggy Clemens in classic dancing, Herbert Larson, a solo, Ernest Ashbaugh, juke harp solo and clog dance of the days of '49; Martha Heffner and Mary Clemens a duet, Miss Eva Cady accompanying. Mr. and Mrs. Larry Foelt were among those who attended and showed their appreciation by inviting the camp to a barn dance Friday evening at their home.

Light Turns Corner



Edward S. Berry, Lynn, Mass., the man who developed fused quartz to such clearness that light, heat and violet rays can be directed and made to travel around a corner.

ANTI-FIRE ASSOCIATION
BACKED BY GOVERNMENT

The Stop Forest Fires association is an idea originated by the Klamath county chamber of commerce and sponsored by the Oregon state chamber of commerce. It is an excellent idea and should help to arouse the people of Oregon to a realization that a very bad forest fire season is now here, according to Geo. H. Cecil, U. S. district forester of Portland.

The state chamber of commerce has enlisted civic and booster organizations throughout the state in the intensive membership campaign, which is to be confined to the two weeks period of June 30 to July 14. There are no dues. Membership in the association is obtained by signing a card, pledging the individual to do all in his power to prevent forest fires. The by-laws of the association are the six rules for fire prevention and are given on the back of the membership card. One of the features of the campaign is the proposal to offer cash prizes to Boy and Girl Scouts, Campfire Girls, etc., for the individual boy or girl securing the most members. The plan contemplates that the prize contests shall be arranged in each locality by civic or booster clubs.

"Regardless of the advance efforts of federal and state officers to prevent forest fires," said Mr. Cecil, "unless there is a feeling of personal responsibility on the part of every citizen to keep out fire, all efforts are apt to prove futile. We must have the co-operation of the people. I am convinced that the Stop Forest Fires association will be of great assistance in securing this cooperation."

GRESHAM ATTRACTS MAN
LOOKING FOR LOCATION

After nine months search for a home site to his liking, Dr. A. Sherman of Mitchellville, Iowa, near Des Moines, last Monday closed the deal for a half-acre tract belonging to John Roberts at the crest of the Powell street hill near the western limits of Gresham.

Dr. Sherman, who is a retired physician, was accompanied by his wife and young son. They had spent several months in California and while there came in touch with Mr. and Mrs. George Webster, former friends, and before returning east came to Gresham to visit the Websters, who returned from the south in April. They spent a week here, including the extremely hot Sunday and Monday, but did not hesitate in making the choice and expect to return soon and will build themselves a home, possibly in the fall. They have gone to Iowa to adjust their business matters.

The details of the transfer were cared for by B. W. Thorne.

NEW PASTOR WILL TAKE
UP BAPTIST CHURCH WORK

Services at the Bethel Baptist church next Sunday will be under the direction of the new pastor, the Rev. E. G. Judd, who comes here from Milton-Freewater to take up the pastorate of the local church. The Rev. Mr. Judd will preach both morning and evening and the Sunday school will meet as usual at 11 o'clock.

Pioneer Woman Attains Great Age.

Recent news stories are published concerning Mrs. Sarah Helmick of Albany, Oregon, who celebrates her 101st birthday on the nation's birthday this year. Mrs. Helmick started across the plains from Indiana to Oregon in 1845, just following her marriage. The young couple settled on a donation land claim near Albany, which is still her home. Her husband died in 1878.

Among the grandchildren who will join in the celebration of the unusual event is Mrs. Frances Helmick Hill of Albany, a former teacher in the Gresham grade school.

Can one desire too much of a good thing?—Cervantes.

GROWERS ASKED
TO PICK BERRIES
TO SHIP MONDAY

A call is being sent out by the management of the Berry Growers Packing company for berries for shipping to be brought in to the cannery and the various receiving stations on next Monday. An attempt was made last Monday to obtain this shipment but the unprecedented weather conditions were such that the shipment had to be abandoned at that time. Definite instructions to the growers have been given out in the following letter from Manager D. E. Towle:

"If at first you don't succeed try try again. We are going to try to pick Cuthberts for shipping again on Monday the 7th, at 6 a. m. and we want all members who have the field equipment and fair to good berries to pick for and pack in the large shipping crates and deliver where possible promptly four times a day to the nearest receiving station using two cleats on each crate and nail with only four nails, one in each outer corner of the covers. Stamp your number on each end of the crates in the upper right hand corner and keep the berries in the shade at all times and as soon as you have a small load rush to the receiving station for delivery to the cold storage. Berries for this trade should be fairly firm, whole and not over-ripe but we can use small berries as well as large if not broken up so the juice will run. They should be dry or they will mould. Seventeen pounds of berries in each crate is all they will hold but you will get credit for 18 pounds. Fill the corners well and do not fill the cups so the berries will crush. The prospect for good prices is fine.

We can also use for this trade Lambert cherries of good size that are not over-ripe, packed in 15 lb. lugs. (We have the lugs at the cannery). Cherries for this trade must not be over or under ripe; a dark red shading to a deep wine color but not too dark as they will be over-ripe. Throw out all defective cherries, cracks or bird pecks and they must all have the stems on. The culls will go to the juice trade. If you cannot pack these cherries right for shipping bring them to the cannery in bulk and we will have them packed. If you pack them put on four cleats, two top and bottom, and stamp your number on each end of the box. Be sure to put 15 pounds net in each box. Please watch carefully for worms and if you find any feed the cherries to the hogs.

PATRIOTISM AND FOREST FIRES.

With a three-day holiday in sight for most of our citizens, many will be planning to celebrate the Fourth of July by camping or fishing trips into the forested regions which are so inviting at this time of year. In addition to seeking pleasure and recreation, it is well to remember that this is a day for patriotic thought, and for a consideration of our national greatness,—past, present, and future.

Forest economists have impressed upon us the fact that our abundant forests and forest industries are one of the foundation stones in our national greatness; that re-forestation is necessary if we are to continue this national greatness; and that forest fires are the greatest enemy, both of the forest resource and of re-forestation. Statistics show that from 70 to 90 per cent of our forest fires are man-caused,—unnecessary. Foresters tell us that the woods are abnormally dry and the fire hazard great this year.

Every visitor to the forested regions can make his patriotism practical this Fourth of July by preventing fires,—by putting every camp fire absolutely out; by breaking every match and pinching out every cigar or cigarette stub. All fireworks should be left at home. There is no place for them in the woods, the hazard is too great, and the risk unnecessary. Better than all the noise and temporary brilliance of pyrotechnical display are the woods preserved, green and alluring, for present and future enjoyment.

Those Good Nash Clothes

All wool, tailored to measure, suit or overcoat \$23.50. The best clothes on earth for the price. P. F. Black, Gresham, Oregon. Phone 1801.—Adv.

Baseball

Gresham American Legion

vs.

Boring

SUNDAY at 2:30

Stapleton Field

Adults 25c Machines Free

CELEBRATE WITH THE AMERICAN
LEGION; FINE RACE PROGRAM

2:25 Pace. \$500 Purse

Entry	Owner	Driver
1 Queen Melvis	John Bloom	Dennis
2 Clara Hall	A. Abbott	Smith
3 Amy Bond	H. Williamson	Williamson
4 Miss Portland	G. L. Parker	Lindsey

2:20 Pace. \$500 Purse

Entry	Owner	Driver
1 Edna M.	Mrs. J. J. Kadderly	Dennis
2 Lady Lincoln	Ed. Dennison	Smith
3 Geo. H. Wilson	Williamson	Williamson
4 Mary Luck	John Luck	Ireland

Free-for-All Trot. \$500 Purse

Entry	Owner	Driver
1 Perio	Zigler & Misner	Hurst
2 Bonfire	Golden	Ireland
3 Hallie B.	Mrs. Watts	Swisher
4 The Obvious	Geo. L. Parker	Lindsey

Free-for-All Pace. \$1000 Purse

Entry	Owner	Driver
1 Hal Brown	J. J. Kadderly	Dennis
2 Mack Fitzsimmons	Ed. Dennison	Smith
3 Prince Zolock	Zigler & Misner	Williamson
4 Gladiola Mack	Swisher	Swisher