

WANT "ADS"  
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Only One-cent a Word

# Mt. Scott Herald



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LENTS, MULTNOMAH CO., OREGON, THURSDAY, MAY 20, 1915.

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## OLD CURIOSITY SHOP OUTDONE

Ladies of the Laurelwood Congregational Church and their Friends Collect Big Show of Interesting Curios.

Last Wednesday afternoon and evening we visited Ye Old Curiosity Shop given by the ladies of the Laurelwood Congregational Church and their friends, and in some features it was as interesting as a visit to the Oregon Historical Rooms. There were curios of every form and from every country. Perhaps Mr. Gruber had the largest collection, some of the most important being, wooden spoons and forks made by the Yakutat Indians of Alaska; a grotesque contribution box made of wood in the shape of a turtle, from an Indian church in Juneau; copper, in its crude form, from Butte, Montana; a large plate made of copper from a wreck at Montague Island, and sea gulls' eggs and bear teeth from Alaska.

Mrs. Shory and Mrs. Snyder both had large collections. In Mrs. Shory's display were found hand-made baby garments fifty-five years old; tiny play dishes fifty years old; quaint "mule's foot" shells brought from Jamaica forty years ago; a beautiful old shawl; a letter bearing a ten cent stamp of the first issue in the United States and a cup and saucer used in serving tea at an English family christening one hundred and fifty years ago and brought to this country in the sailing vessel, Garrick. In Mrs. Snyder's collection we saw embroidered mitts from London; an exquisite lace handkerchief from Scotland; a wonderful old sword and gun used in the Mexican war; shells picked up from the battle field of Gettysburg; an original copy of the New York Herald, dated April 15, 1865; a queer wooden fish hook and quaint bead ring, set with opalescent stone, made by Alaskan Indians and a hand-made coin silver spoon over eighty years old.

Mrs. Jensen had an interesting exhibit from Denmark. A copper mortar and pestle used for crushing spices; a small self-heating iron; hand-made silver bracelets and a massive silver teapot. She had also a jewel box made of the beautiful myrtle wood from our own Coos Bay country. Mrs. Churchill showed a glass vase and pitcher from Europe, three hundred years old, while Mrs. Haynes had on exhibition a pair of old shears from Mississippi, one hundred and fifty years old, and some pot-hooks which had been in the family for five generations. Mrs. Fishburn brought a much prized needle-case with solid gold bodkin, an ancient mustard cup from England and a sun glass from India. (By the way, Mrs. Fishburn has a wonderful collection of curios in her own home.) Mrs. Ball displayed a delicate knitted thread cap eighty years old; an old chair from Virginia and a lovely old sampler ninety years old, from England. Many other time honored articles were on exhibit; an old Bible which had been in Mrs. Bradbury's family for over a hundred years; a home spun linen sheet, made during the Civil war, by Mrs. Handsaker; a Bible and school books over a hundred years old by Mrs. Zehrung, while Mrs. Hieko exhibited a bed-spread made by her great grandmother and linen woven into cloth sixty years ago from flax raised in Pennsylvania. Mrs. Sammars showed an old-fashioned patch work quilt and Mrs. Wells showed a woven red and blue bed-spread, both being a century old. A bed-spread knitted by Mrs. Davis' grandmother at the age of 91 years, was seen, and a beautiful black lace scarf over a hundred years old was exhibited by Mrs. Lockwood. Another handsome old shawl was shown by Mrs. Woolworth and a linen sheet shown by Mrs. Prattan which was woven by her grandmother in Scotland a century ago. Among the quaint and fantastical exhibits were tortoise shell bracelets from Vienna, by Mrs. Woolworth; a petrified Easter egg, by Mrs. Cornwall; Indian beads from Idaho and Indian moosehorns from Alaska, by Mrs. Brenner; windmill and tiny shoes from Holland, by Mrs. Gerling; cribbage board made of a seal's tusk and a work basket made of the shell of an armadillo, by Mrs. Paque and a Mate cup from South America exhibited by Mrs. Winsor. This cup was used to serve mate, a drink they serve as we do after dinner coffee. Mrs. J. L. Ziegler showed a precious old spoon made from the silver knee buckles worn by one of her ancestors in old colonial days. Mrs. Wiggin and Mrs. Ide displayed an interesting collection of ornaments from Norway, while perhaps the oldest article shown was a Dutch compass box, the property of Mrs. Leroy, which

## MT. SCOTT GIRL WINS PRIZE

Creston Girl Captures \$25 Prize as Premium on Her Literary Merit, as Viewed by Automobile Trade Association.

Miss Louise Townsend of 5418, 41 Ave., S. E., is the winner of the \$25 in gold prize offered by the Portland Automobile Trade Association for the best letter written descriptive of Portland, and its scenic advantages. Miss Townsend wrote a letter to her aunt and it was a concise statement of Portland advantages. There were about 500 contestants and it is quite an honor that comes to Mt. Scott to have the winner among us, at least a student in one of the Mt. Scott schools.

The contest was proposed to secure a sample letter that could be placed before the pupils of the schools of the city, that they might have a good suggestive form to use when writing to their eastern relatives and friends about Portland and its advantages for tourists. The letter will be shown in the schools, other letters will be written along the line it suggests, and these letters will be mailed to relatives and friends all over the East. The result will undoubtedly be that many coast visitors this year will be influenced to come by way of Portland.

Miss Townsend's letter is as follows: 5418 Forty-first Avenue Southeast, Portland, Or., March 19, 1915.—Dear Aunt Beth: I am glad you will visit Portland on your way to the Panama-Pacific Exposition.

Portland is a wonderful city. It is the largest wheat, lumber and salmon port in the world; the second largest furniture manufacturing center in the United States; the largest meat packing, livestock, apple and prune center in the West.

We have an unlimited supply of pure water, which comes straight from the melting snow of Mount Hood and plenty of drinking fountains on our streets.

The beach resorts may be reached in a few hours. This mild climate makes this an ideal winter resort.

You will enjoy a ride on the Columbia Highway, which is the finest and most picturesque road in the world. From it may be seen five snow-capped mountains, waterfalls and many fir-clad hills. Portland has one of the best school systems in the United States.

I will graduate in June, when I will be free to visit with you our city parks, museums, art galleries and theaters, for which Portland is noted. We can view the annual regatta on the Willamette from my new motorboat.

The Columbia Highway and the many miles of clean, paved streets make Portland an ideal city for motorists.

Hoping you will be here during the world-famous Rose Festival, I remain, Your affectionate niece, Louise Townsend.

### Parent-Teacher Club Program.

Tomorrow at 2:30 the Lents Parent Teacher Association will be entertained by a lecture, Prof. Rebec of the State University on "The Natural Order of the Development of the Child's Mind." Prof. Rebec is a very able man and an interesting speaker. Lents parents should all take advantage of this chance to hear an able address.

Miss Moran's class will present a dialogue. Election of officers will follow. Parents are especially urged to be at this meeting.

### Advertised Letters

Advertised letters for week ending May 15, 1915: Converse, David H.; Coombs, Mrs.; Jones, Mrs. C. H.; Kerr, Mrs. Alice; 9609, 67th Ave., S. E. (2); Lippar, James.

Geo. W. Spring, Postmaster.

is over five hundred years old. Mrs. Leroy wore a chintz dress belonging to her great grandmother and carried a tiny gold snuff box which was very ancient. A very rare collection, and the one which would surely have taken a prize, had a prize been offered, was from Jamaica and owned by Mr. and Mrs. J. J. Handsaker.

Many expressions of wonder were heard from the spectators and many people discovered that they had at home something unique, old or fantastic which they "could have brought." It is the opinion of the writer that the Mt. Scott district could furnish a good sized museum if each family would bring forth their valued relics and allow the public the pleasure of inspecting them.

NOW THAT SPRING HAS ARRIVED.



"Look, Edward, our nice neighbor is getting a lot of garden and lawn utensils."  
"Fine! We won't have to buy any!"  
—Rahae in New York World.

## ROAD ENGINEER WRITES HERALD

Longmeir, Wash., May 11, 1915.

Dear Mr. Darnall: I got back to my work right side up, yesterday, after a total ride of 577 miles without a blow-out, and I certainly enjoyed the trip and the hospitality of your Grange and County Commissioners. That trip up the Columbia River was the finest drive I have ever taken. I have written Mr. Mark Daniels, General Superintendent of National Parks, urging him to stop off in Portland sometime and go over the road to see the possibility of constructing highways in "impossible" places. It is to be hoped that the public officials having control of the paving of this magnificent road will give a thorough, unprejudiced and impartial consideration of the relative merits of all pavements before adopting any type. Modern traffic requires a pavement foundation that is absolutely firm and unyielding, and this is particularly difficult to secure in this moist climate.

It is folly to expect a crushed rock base to stand up long under the tremendous weight of modern vehicles. The weight per square ft. on the foundation of many buildings is no greater than the pressure per square ft. exerted by one of these modern 14 ton trucks ponding along a pavement. And it would be as sensible to construct a residence foundation of crushed rock and asphaltic covering as to surface a trunk highway with that type of pavement.

A concrete base is absolutely essential in any successful pavement. And it costs much less to make this "base" rich enough to withstand traffic itself, than to lay over it any standard type of surfacing such as asphalt, asphaltic concrete (Warrenite) or brick. Multnomah County owns a rock crushing plant that can turn out excellent material for concrete pavement at a very low cost, and should therefore be able to get a first class pavement at a low price.

The present macadam roads are ideal for a foundation for concrete pavement. They should be scarified and the surplus rock should be used for dressing the shoulders, so that it is doubtful if any additional rock for this purpose will be required.

I would recommend a pavement having a 1-2-3½ mixture, 7 inches thick in the middle and 5 inches at the edges. A richer mixture than this is a waste of money. Wayne County, Michigan, uses a 1-1½-3 mixture, but their pavements are built entirely on very unstable foundations—so soft that wheels sink to the hub before the roads are paved—and furthermore, all their pavements are built by county forces under political management, and I was advised by the County Engineer of that county on my trip there over the roads about a year ago, that they changed their mixture from a 1-2-4 to a 1-1½-3 because the crews sometimes were careless and this richer mixture gives them sufficient latitude for variation without endangering the results. Kansas City uses a 1-2½-4½ mixture on its city streets and has built 75 miles of successful pavements of it.

Cement is of course the big item of

## CONFERENCE AT REED COLLEGE

The various social organizations of Oregon are to meet in the Third Annual Social Service Conference at Reed College on May twenty-first, twenty-second and twenty-third. Sections of the conference will deal (1) with the prevention of unemployment, (2) with removing the danger to society thru the neglect of mental defectives, (3) with the task of making the dwellers of our jails and reformatories better men and women, and (4) with the plan of the financial co-ordination of the various social agencies.

Our purpose is to concentrate on these four problems for the accomplishment of specific results during the next few years. The conference will be known as the Oregon State Conference of Social Agencies. Sessions will be held on Friday afternoon and evening, on Saturday afternoon and evening and on Sunday afternoon.

Your very kind co-operation in former conferences is remembered and appreciated. We wish to extend to you a special invitation to co-operate in this conference by attending, by sending special delegates, and by taking part in the discussions. Please advise us if you would like programs mailed to you.

William F. Ogburn, Prof. of Economics and Sociology.

## LENTS WILL HAVE TWO CONCERTS

The Park Department has issued its annual concert program. Lents will be entertained June 29th and August 3. Sixty-six concerts are provided at various points in the city, besides Sunday concerts at Washington Park. The afternoon concerts will be held at three o'clock; the evening at 8 p. m.

expense in a concrete pavement. It will require 20 percent more cement in a 1-1½-3 mixture than in a 1-2-3½ mixture. This 20 percent saving would amount to \$50,000 in the work now in contemplation in your county, for I notice in the Oregonian that the specifications require a 1-1½-3 mixture instead of the 1-2-3½ mixture that has been so successfully constructed in Washington, Wisconsin, and many other states. It seems to me that the County Commissioners might be able to make this saving of \$50,000 by notifying bidders to submit bids on the 1-2-3½ basis as well as the 1-1½-3 as I am advised that bids may be filed on various pavements not called for in the call for bids.

I wish again to compliment your committee on the thoroughness of its investigations into all types of pavements in this state and to endorse every statement in the excellent report submitted to the County Commissioners. The people of Multnomah County are all entitled to the information contained in that valuable report and it should be published and circulated extensively. Kindly give my regards to Mr. Johnson.

Yours truly,  
M. Roy Thompson,  
P. O. Box 933, Tacoma.

## ROAD MASTER YEONS' PAVING PLANS TABLED

The Well Laid Plans of Construction Company and County Road Master Gradually Falling Before Repeated Thrusts. Yeon Plays Final Trick.

Events that have developed within the past sixty days show conclusively that plans have been maturing for the past three years for the saddling of Multnomah County Roads with a two inch coat of Warrenite. In view of these recent events it is now quite clear why people connected with the Warren Company were so interested in defeating the Bingham Road bill at the last session of the Legislature. That Measure would have provided for competition with some other class of asphaltic pavement in all cases when the patented Warrenite pavement was to be considered in a county paving contract. With that measure out of the way the Warren people began to "fix" things for the big contract about to be let in this county. They promoted the bond issue and directed the campaign that Mr. Yeon made. They assured Mr. Yeon that paving might be laid with a ten year guarantee, and whether he knew it when he began the campaign or not, he knew before he was done that the Warren pavements were the only ones that were backed by a ten year guarantee. He knew too, that the bonding company that offered to stand behind the ten year guarantee was controlled by the Warren Company, and that they would refuse to give the same guarantee on any other class of pavement. Of course Mr. Yeon said nothing about this and neither did any of the papers around the county that were promoting the bond issue. The aim was to secure the financial backing on the assurance that a ten year guarantee would be required, then if the question of a different pavement was advanced the promise to the voters of a ten year guarantee would bind the Commissioners to stand by that particular pavement that could secure the ten year provision. Mr. Yeon is very much disturbed just now, it appears, about keeping his word with the voters on this point. He insists on a ten year guarantee. District Attorney Evans says such a guarantee would not be legal, and that it would eliminate all competition.

The Road Master and his first assistant, engineer Nunn, have been busy for the past two weeks with specifications. They drew up a set of specifications so evidently discriminating that the intention was clear at once to any one that read them. In the specifications on concrete they required what is known as Wayne County specifications. The concrete was to be composed of 1 part cement, 1 1-2 parts sand, and three parts of stone or gravel. The Pierce County Washington specifications, according to which the best roads in that county have been built, require 1 part of cement, 2 of sand, and 3 1-2 of stone. According to these specifications it requires about a sack of cement to a square yard of pavement. The Wayne county mix will require more than a sack and would put the cement contractor at a disadvantage of about 12 cents a yard, and would thus give his competitors a better chance to out-bid him.

The reason for the richer Wayne County mix as used in Michigan was that it was laid on an earthen base, and was subject to temperature changes incident to that climate. In these western roads where there is rarely any freezing, and especially where the base is a well settled gravel or macadam base there is no reason for the richer mixture.

The discrimination in the specifications is not all limited to cement concrete. The specifications as drawn by Mr. Yeon and Mr. Nunn provided that asphaltic concrete should be laid on a five inch cement concrete base, but the Warrenite might be laid on a macadam base. When it is understood that the only difference in Asphaltic Concrete, or Topeka, as it is sometimes called, and Warrenite, is a larger percentage of coarse rock in the latter, the evident intention to place the Asphaltic Concrete at a disadvantage is apparent to any one. If Asphaltic Concrete should be laid on a cement base, should not Warrenite also be similarly laid? The result of "fixing" the specifications was that Mr. Yeon was instructed to get out a new set specifying equal requirements for all classes of pavements, and allowing cement concrete bidders to bid on either the Wayne County or Pierce County specifications.

The next question to settle was the ten year guarantee. Mr. Evans stated that no part of the money raised by the bond issue could be used in providing a bond or maintenance fund. He also said that the discrimination produced by requiring a ten year bond would be unjust and probably illegal. He advised a five year bond and the court decided and instructed Mr. Yeon Monday afternoon to draw specifications providing for a five year bond. Mr. Yeon advised the Board the following morning that he considered the ten year bond essential and implied that he would not carry out the instructions. This seems to be his last effort and if he cannot make that stick he has only one hope and that is that his Warrenite will win out right or wrong.

It is worth while noting that the attorneys who appeared before the Court in this matter were Mr. Montague, attorney for the Warrenite people, and Mr. E. E. Covert, attorney for Mr. Yeon. Mr. Benson, and evidently on good terms with the Warren company. Mr. Covert has a brother who is an engineer for the Warrens.

In the matter of guarantee, it is understood by most everyone that the company giving bond for maintenance always adds enough to cover possible losses. In the case of fifth street, Portland, which is pointed out by the Warren people as such a fine example of their paving, the city pays them 2 1-2 cents per yard for ten years to guarantee the maintenance. They claim an expenditure of \$325.00; the city has paid out \$3314.90. If that is true, then the city can well afford to carry its own maintenance. If it is not true, then no one knows what it has cost the company and no one will know, as any record the city has, will not be given out for publication.