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Mt. Scott Herald

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LENTS GROWING FACTORY CENTER

Fireworks, Brooms, Patent Medicine, Trunks and Stove Polish, Produced in Section near Lents, And Many Other Articles.

Ordinarily people fail to understand the possibilities of Lents as a factory center. Yet we have all the prospects for a good future. Within the past month the Columbia Fire Works Co. Inc., has bought property in the East edge of Lents and will open up a business that will give employment to 25 or 30 people a considerable part of the time. This business is certain, and work on the factory building will be begun within the next month.

is employing himself in making up or six feet deep. It was propelled by a some trunks. He intends to continue screw, the shaft of which ran horithe business and enlarge it. The trunk zontally along the hold, almost from business is one that is always good and that can be developed indefinitely. Samples of Mr. Porter's trunks are guarantees of his workmanship. He thinks a trunk factory out here can compete with down town productions and his reasons are good, cheap rent, plenty of help, convenient delivery. In forward part of the cap there was a fact it doesn't cost much more to get clear glass bullseye, through which the goods delivered from here to city points pilot could see. The boat had water than it does down town.

has invented a stove polish and will proceed to manufacture it at home. He is bull, and by means of keys they could also interested in the production of be detached so that the boat could rise "Klemit" a candy cathartic that is commended very highly by all those who have tried it. Either of these products to guide it up or down through the wawill reach a national sale and should be ter. encouraged.

shop on 92d street. Besides all sorts of for half an hour or an hour without ordinary tinning he is turning out a lot serious inconvenience to its crew, and of useful metal utilities. His sanitary once it remained as long as two hours water cans, grit and feed boxes for poultry, and garbage cans are all very practical conveniences that ought to sell to an eager trade. His business has the the inventor proposed that the boat quality for development.

Nor should we overlook the Portland Broom Company, located at 86th street after her. The triggers or sensitive and 60th avenue. This company is producing several grades of fine brooms. Supplying the local merchants is a small part of their trade. They are Their business gives employment to front with a sharp lance head, so that Lents people and everybody in Lents when the boat was driven against a brooms. Ask your dealer for them, into the ship below the water line no Their goods are all right. The Herald the torpedo fastened against the side has tried them and guarantees their

There are quite a number of vacant Confederate fleet for volunteers, and manufacturing of these sorts could be started. It would be wisdom on the ing fixed for the expedition the crew part of their owners to offer the space free for a while in order that things of this nature may get started. To guarantee our faith in the matter The Herald will, invite consideration of these suggestions, on space it has to

Government Extravagant

Senator Lane of Oregon has given out an interview severely upbraiding the government for extravagance. He says that from 30 to 40 cents of every dollar spent goes to waste, and asserts that if business efficiency and economy were applied to the government's affairs it would be no trick at all to save \$300. ished. 000,000 to \$400,000,000 a year out of the other special taxes.

No one will quarrel with him as to the truth of his statements and there is no room for a division of opinion on the subject. Everyone knows the governbankrupt a private enterprise before it debate and efficiency has never yet been made a science in our government.

The men who make up the government of the United States confine their views on economy to criticism of the opposition party and to statements given out for consumption by the voters

There is a moral in the above that ought to convince anyone of the folly of expecting too much relief from government ownership propositions.

Eleven large railway systems have placed, or are about to place orders for in two minutes. Douglas fir with the Northwest mills, according to reports. When the railroads start buying, sawmills prosper and

SHORT AND TRAGIC

Career of the First Submarine Used In Real War.

SHE WAS BUILT IN MOBILE.

Constructed of Boiler Iron and Crude In Design, She Was Operated Against the Federal Ship Housatanic With Disastrous Results.

It is a fact that a submersible boat did actual service in the war between the states and was perhaps the first practical submarine used in actual

The boat was built in Mobile in 1864 by two men named Hundley and Mc Clintock. It was of boller iron, sharp at both ends and was about thirty feet Wm. Porter of Ninety-fifth street long, five or six feet in beam and five stem to stern and was turned by eight men, who sat four on each side of the

The only batchway, placed well for ward, was two feet in diameter, and it was closed by an iron cap that worked on a hinge and was airtight. In the tight compartments, by filling or empty-P. T. Klepper of Liberty Heights ing which it could sink or rise. A ballast of iron rails was placed outside the instantly if necessary.

Besides a rudder, the boat had side paddles, or fins, which could be used

The boat could go perhaps four knots O. Pearce has opened up his tinning an hour. It could remain submerged b. der water without actual injury to them.

A floating torpedo was fastened to the boat by a line 100 feet long, and should dive beneath the keel of the enemy's vessel and haul the torpedo primers of the torpedo would press agninst the ship's bottom, explode the torpedo and sink the vessel.

buying broom corn in car load lots and General Beauregard had the torpe lo clad with rubbers and their skirts sweep- reached the fire in go should use Portland Broom Company ship the lance head would be forced piode the torpedo by a lanyard General Beauregard called on the

buildings and rooms in Lents where Lieutenant Payne, a Virginian, and eight sailors volunteered. On the even had embarked, and the boat was submerged until only the combings of her hatch were above water. Lleutenant Payne was standing in the batchway when the swell of a passing steamer rolled over the boat, and it sank instantly with ber eight men. Lieutenant Payne sprang out of the batchway as the boat sank, and he alone was saved

In a few days she was raised, and again Payne volunteered and with him eight more men. The embarkation for the second attempt was made at Fort Sumter, and, as before, all being made ready. Payne, standing at his post in the hatchway, gave orders to cast off. when the boat careened and sank instantly. Payne sprang out, two of the men followed him, and the other six went down with the boat and per-

Again the boat was raised, and her money now being expended. If some- owner, Captain Hundley, took her for one could compel the government to an experimental trip to Stene river, practice economy, he thinks there where after going through her usual would be no need for emergency or evolutions, she dived into deep water and disappeared. After a week's search she was found at an angle of forty degrees, her nose driven into the deep. soft mud of the bottom.

Her crew of nine men were stand ing, sitting or lying about in her hold. ment is run on a fiscal plan that would asphyxiated. Hundley had died at his post with a candle in one hand, while even had time to get started. Economy with the other he had been vainly tryis a word that is known only in political ing to unclamp the batch. The angle at which the boat had gone down had jammed the keys so that the men could not cast off the iron ballast that beld

Again the IN fated vessel was prepar for action, and volunteers were called for. Lieutenant Dixon of the Twenty-first Alabama volunteered and eight men with him,

The ship Housatonic was selected for attack and on a quiet night the brave crew set out from Charleston. Lieutenant Dixon guided the boat straight to the Housatonic, and the explosion tore open the ship's side, so that she went down with all her crew

The torpedo vessel never returned, and whether she ment down with her enemy or drifted out to see was long maknews. Many pears often in the

THE EUROPEAN MAGICIAN.



-Lemen in St. Louis Post-Dispatch.

Old Folks Celebrate Wedding

On Friday afternoon, the 7th, several Fire played havoc with the home of Lents to Alder street, then took the St. saved. The fire was probably due to an There was a blinding snow falling and a work. Then when they got down in and tried to nestle again, but the con-The boat was sent to Charleston to The Ladies of the G. A. R. Circle took mired down and they were unable to of monosyllabic re-enforcements. With operate against the blockading fleet the lead and with their dainty shoes reach the fire. The Kerne Park boys that his fellow men in the car came to could get neither way. ing away the deep snow they made a good trail for the lone comrade to walk in time to celebrate the fiftieth anni- for \$2600. versary of wedded life of comrade and sister Parker. They found about twenty more Circle Ladies there and Comrade Parker's son and a son-in-law.

To say they had a good time is putting it mildly. They also had a fine lunch. About everyone had congratulations to offer Mr. and Mrs. Parker.

After saying good-bye they started on their return trip. Snow had continued falling so they had to make a new trail. I'wo of the stalwart ladies of the Circle took the lead, ordering the lone comrade to follow, and the rest of the Circle came as rear guard to see that the lone comrade didn't scatter or fall out. They got to the St. Johns car track and took the car for down town. One of the ladies acted as guide and told them where to get off. But behold she had an optical illusion and called them off seven blocks too soon, but she, being well versed in the city, guided them safely to Second and Yamhill where they took a Mt. Scott car.

Comrades, it you want a good time go out with the Shilo Circle. A dollars worth of fun is worth a dollar and a quarter in cash.-Schnider.

OREGON NEWS NOTES

A. J. Sigman of Boston will build a \$100,000 summer hotel at Port Orford. it takes 715 freight cars to ship the annual salmon pack of Oregon, valued at \$5,820,987.

The British Government has asked the Portland mills for bids on 12,000,000 ft. of lumber.

Reports state that the big Brookings mill at Gold Beach will soon reopen. The Oregon Power Co., of Marshfield

ments on Coos Bay in 1915. J. C. Penny & Co., of New York will open a new dry goods store in Eugene. Shipping rabbits from Lakeview to

San Francisco is a new industry.

has spent more than \$40,000 in Improve-

Portland citizens found street ears were a pretty good thing during the recent snow storm. They ran on schedule ttme, gave employment to hundreds of 6:00 A. extra men, while the jitney was con- 12:50 P. M.

Ashcroft Home Destroyed

f Shilo Circle, No. 19, and one lone A. F. Ashcroft, 87th street and 64th Comrade of Reuben Wilson Post, No. avenue shortly before one o'clock Sun-38 of Lents, attended the fiftieth anni- day night. Mr. Asheroft was ill and versary of wedded life of Comrade and was unable to help himself. He did Sister Parker, somewhere near St. exceedingly well to escape. The house Johns. They took the Mt. Scott car at was ruined and practically nothing Johns car at Fifth and Washington overheated flue. Patrolman Drapeau streets to Arbor Lodge, where they got discovered the fire and called the deoff. It was ten or twelve blocks from partment. The Lents Volunteers were quong?" where they landed to their destination. delayed first by failure of the alarm to deep trackless snow to wade through. Fifth avenue, 87th street, the apparatus ductor came back with another round

The property was worth about \$1850. in. They arrived at their destination and it was insured with the furniture

Hammerlynck Sues for Damages As a result of the vicious assault made

on him on the 21 of November, Louis Hammerlynck has sued Bert Donnely for \$5000 damages. A fellow by the name of John Gerlach is named as a partner of Donnely in the suit. The affair happened just after dark when Hammerlynck stepped out into the yard. Donnely assaulted him with a knife. He excused himself by saying they had got the wrong parties.

Mrs. Martha Cox Burled

Mrs. Martha Cox of 7720, 57th avenue, Woodmere, died Saturday the 8th of January, of cancer of the liver. She had been ill for a long time. The funeral was held at ten o'clock Tuesday, Rev. Cline giving the address and A. D. Kenworthy conducting the funeral. She was buried at Mt. Scott. Mrs. Cox leaves three daughters in Portland, and two brothers and a sister in Spokane.

"I know her father does not like me. He wants me to go to work in his factory.'

"Well, why don't you prove your worth by going? Then there will be wedding bells and a happy ending." "I don't know about that! It's a dynamite factory."-Louisville Courier

Definition of a Drop. in the new British pharmacopoela "irop" is defined as coming from a tube of which the external diameter is exactly three millimeters, twenty such drops of water at 15 degrees C. being equivalent to one millifter or cubic

centimeter.

Nicely Flavored. Newlywed (at dinner)-This lettuce is something fierce! Did you wash it? Mrs. Newlywed-Of course I did! And I used perfumed soap too!-Judge.

Daily Mails

Mails at the Lents postoffice arrive and depart daily, except Sunday, as follows:

THE CHINESE WAY EXTREME WEATHER STRIKES PORTLAND Taking a Street Car Ride In the

City of Shanghai. A PUZZLE FOR A WHITE MAN.

Experience of an American Tourist Who Made a Bluff at Appearing to Know All the Ropes-A Patient Conductor and an Interested Cargo.

Writing of his adventures in the Chinese city of Shanghai, Homer Croy, in Leslie's Weekly, tells of the experience he had there in taking a ride on a street car:

The car was full of Chinamen, with not another white soul aboard, all sitting there in their skirts, their faces drums, but as soon as I came in their faces began to fill with interest, one was looking at me.

I felt that something was wrong, but I could not figure out just what. I knew that it shouldn't create that much of a sensation for a white person to get on a car in Shanghai, but still they were looking at me as if I gled to look unconcerned, but I knew that my cheeks were backfiring.

The conductor, in his suit of blue jeans, with a satchel over his shoulder, came up and said something to me, while I nodded with earnest carelessness and handed him a twenty cent piece, knowing that he could get enough out of it to satisfy his wants. "Mun stau chong du?" he asked.

I nodded again and held out my hand for the change, plainly showing that I made the trip on the line twice a day. "Mun stau chong du t'aing kaing shon da?" be asked with more feeling,

pointing down the street with one "I didn't catch the drift of his remarks, but I wasn't going to show him

that I wasn't an old citizen and taxpayer, so I shook my head this time and nestled back in the seat as if it were all settled. But the conductor became more excited than ever, drafted the other hand and gurgled:

"Mun stau chong du t'aing kaing rig. shon da feah da tsu sz whoo peh

So I waved in the other direction his help with an artesian of words, it plain by raising his voice just a bit and continued low temperatures. higher than any one else.

Reaching in his satchel, the conductor offered me a slip of paper spoiled with Chinese writing. I took it and started to stuff it nonchalantly into my pocket, and came back with another string of empties, while I put the slip back into his hand as if it made not the slightest bit of difference in the world to me whether I kept it or whether he had it-I would leave the details of the trip to him.

The conductor used his hands more and then turned and signaled for somebody from the car ahead. Anoth er man in blue jeans with a satchel over his shoulder came and listened for a few blocks while my conductor ex plained. A Chinaman can never explain anything in a sentence or two: be has to go into details and go through his whole selling talk before he feels that the other has grasped the general drift of thought.

The other man bent over. He was evidently a master of English. "How muchee far you goee. mister? You payee how far you lidee."

Then I understood. When you get on you have to tell the conductor how far you are going, and he charges you for just that distance. But even after my fare was settled the natives on the car kept looking at me and pointing with their chins, as is their custom.

When I went to get off I saw severa other white people piling off, but they were all from the front end of the first car. Then I looked at the markings on the car and saw what was the matter-I had been riding in the third class section with the coolies!

All the Shanghai street cars are divided up into classes-first, second and third. The white people all ride first class, the better to do Chinese second, while no one ever ventures third except the coolies.

Nature and Poetry. Environment aids poetry, but does not create it. Nature is the grand agent in making poetry, and poetry is present wherever nature is. It spar-kles on the sea, glows in the rainbow, dashes from the lightning and the star, peals in thunder, roars in the cataract and sings in the winds. Poetry is God's image reflected in nature, as in a mirror, and nature is present wher ever man in.- Selected.

Hubbard's fine new school house is nearly completed.

Reports state that the Geo. W. Moore Lumber Co., of Bendon will soon oper-

Lowest Temperatures and Heaviest Snows of Past Nine Years Will Make 1916 a Record Year. Growing Colder.

This has been a year of extremes in Oregon. The dryest fall, the wettest winter, and the coldest January in six to ten years, will not be forgotten in a few months. Probabilities are that the winter of 1916 will be remembered and recalled for several years to come by 'old timers" as the "coldest winter and biggert snows they ever seen in Oregon." Really this section of Oregon. is making some record for snow. The as expressionless as the heads of two or three inches that fell New Year's eve had hung on with occasional additions, in a most unusual way. It was nudging another until the whole car practically all gone from the roads Tuesday night when the weather began to thicken again. Tuesday was the coldest day in the winter up to date, but it was not unpleasant, being clear part of the day, and still. But toward evening the snow began to fly. Wednescould be signed by a circus. I strug day morning saw a temperature varying as to locality, from 12 to 20 degrees, and freezing rapidly. The wind was vigorous, seemed to come from everywhere, but principally from the east. It came intermittenlly throughout the day but by night there was six inches or more snow on the ground and still snowing. The wind continued to rise and the fallen snow piled up in drifts waist high. Wednesday morning was easily the snowyest morning in years. Traffic on the streets was pretty quiet and most of the auto deliveries were out of commission until near noon. Indeed there was very little of any sort of travel un-

til afternoon. The car service was disturbed. Several cars were late, but on the whole the company kept things running pretty well. On Thursday the rural mail carrier made his morning trip on foot. Some of his route was impassible for the

Main Street, north of Lents, had ome big drifts. The cut at 35th avenue and 92d street was impassable, drifted to the top in several places. A big oil truck got stuck in it in the morning and

Indications were Thursday afternoon each one thinking that he could make that there would be additional snow

How to Care for That Belt

The slipping of belts is a great anbut he became more excited than ever novance, but it is not always remedied by tightening the belt. Ordinarily, if the proper-sized belts and pulley are used and properly put in, there should be little or no slipping at all. Often the slipping of a belt is due to the overload carried by it. There is economy in using wider belts than is the usual practice. Many a three-inch belt is made to do the work of a four-inch belt, much to the annoyance of the operator and the ruin of the belt.

However, when an immediate reis needed, a small quantity of powdered whiting, sprinkled on the inside of the belt, is very good and is the least harmful of any similar application.

The use of beeswax, rubbed on the inside of the belt or on the pulley is a very good remedy in cases of emergency. Many people use powdered resin on a

slipping belt but this is bad practice because it soon dries the leather and causes it to crack .- W. E. E.

Ordinary stove pipe wire, or any soft iron wire about eighteen or twenty gauge makes good belt lacing. Punch small holes about one-half an inch from the ends of the belt, lace with a double row of wire and twist the ends together. Place the joint on an anvil or a pulley and pound the lace into the

You can lace large belts this way and they will be practically noiseless and last a long time. -R. A. B.

Advertised Letters

Advertised letters for week ending Jan. 8, 1916; Allen, J.; Andros, Mrs.; Bowdish, Mrs. Irene; Clark, Mlen; Cummings, Mrs.; Crawford, Bluie; Dean, Claude L. Mrs.; Preach, Mr. and Mrs. Abby; Gamble, Die; Hansen, Henry; Hull, Adron; Irwin, Mrs. Alice M.; Johnson, Mr. and Mrs. Fred; Kelly, Mrs. Kate; Lineky, Mrs. Ann; Mann, C. G.; Mann, Harry; To Lena; Santhworth, Mr. and Mrs. Will; Wateon, Lester G.; Wright, A. J.; Werner, Miss Anna; Welch, Laura.

Geo. W. Spring, Posts

Every sawmill in Line County as pects to be running by sering.