

## Mt. Scott Herald

A Weekly paper devoted to the betterment of Mt. Scott and adjoining rural districts.

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### World Citizenship.

One of the most inspiring addresses that we have ever heard was given by Hamilton Holt of New York at the Multnomah Hotel last Saturday. The matter was not new to us, its basic principles have been inculcated in us since childhood, but to hear it popularly presented and to a large audience of all political beliefs, and to realize that that audience was drinking it in with rapt attention, was an inspiration not to be forgotten. The basic thought of Mr. Holt's address was that real patriotism was world patriotism, and that American Patriots could lead the way in Americanizing the world by giving it a wider vision of a world union based upon the same principles as the union of the American States. With all such ideals we are in the fullest accord, our heart, voice and pen are ready to assist in such an undertaking in every way possible. Mr. Holt stated that ex-President Taft, President Wilson, Balfour of England, the Premier of France, the leading statesmen of Russia, and many others are in hearty sympathy with this movement. May their efforts find speedy success.—J. S. F.

### War-Time Economy.

Much is being said and written these days with reference to economy. Some people are laying in large supplies of food stuffs against a threatened rise in prices, others are hoarding their money in the bank, and many are cutting down expenditures to the place where they are refraining from putting any money in circulation that can be hoarded instead. Prosperity depends upon two things, firstly the circulation of money, and secondly on abundance of produce and manufacturers. When money is taken from circulation, or when prices are so high that money has a low purchasing power, hard times result. When both conditions prevail, as has been true lately, extreme hard times are experienced. Any remedy must strike at the root of these evils to be successful. There is a movement on foot, from the Federal Government down to the individual, to make war on the food speculators and artificial inflators of value. It is the undoubted duty of all citizens to lend their influence to all movements eliminating, and if necessary, prosecuting the food speculator. If there be any traitors in America, if there is any crime that can be classed as treason, surely the man who will speculate in food at such a time is guilty and should be severely punished. There should also be a continual agitation against too much retrenchment; if retrenchment becomes widespread it will result in curtailing the money in circulation and the prosperity wave that seemed to be reaching us would be successfully driven back. We advise three lines of conduct to be consistently followed by all. Use all the influence you possess to eliminate food speculation, try and keep your average expenses about the same as usual, increasing them if you find it possible rather than decreasing, and use every vacant foot of ground, and every ounce of energy to grow garden produce of every kind, or in some other way become a producer.—J. S. F.

The fly peril is greater than the submarine. Swat him first!

## People's Forum

### More Of \$6,000,000 Bond Issue.

How the battle between "Uncle Sam" and Warren Bros. Co., affects the \$6,000,000 Bond Issue.

Last year Congress passed the Federal Aid Road Act which provided that the national government should expend \$75,000,000 in five years to aid the states in securing "good roads" if the states raised a like amount to meet the federal appropriation. Oregon's share under this act amounts to \$1,819,280 of government money.

While the Secretary of Agriculture is nominally in charge of the expenditure of this money, the real head is Logan Waller Page, Director of the Office of Public Roads and Rural Engineering. The following four rules of the Federal government dealing with road work under the Federal Aid Road Act are very interesting:

1. The Act itself in the first paragraph provides "The Secretary of Agriculture and State Highway Department of each state shall agree on the roads to be constructed and the character and method of construction."

2. The Rules and Regulations of the Secretary of Agriculture (regulation 7, Section 1) read "No part of the Federal money set aside on account of any project shall be paid until it has been shown to the satisfaction of the Secretary that adequate means were employed, prior to the beginning of construction, to insure the economical and practical expenditure of such money."

Regulation 8, Section 4 provides, "No part of the money apportioned under the Act shall be used, directly or indirectly, to pay, or to reimburse a State, county or local subdivision for the payment of any premium or royalty on any patented or proprietary material, specification, process, or type of construction, unless purchased or obtained on open, actual, competitive bidding at the same or a less cost than unpatented articles or methods equally suitable for the same purpose."

4. Regulation 7, Section 6 reads, "If the contract be awarded to any other than the lowest responsible bidder, the Federal government shall not pay more than its pro rata share of the lowest responsible bid, unless it be satisfactorily shown that it was advantageous to the work to accept the higher bid."

Certainly no one can find fault with any of these four rules of the Federal government and there is no good reason why they should not be universally adopted, yet sad to say, the last three of these four rules would all have been violated if in force on the paving of the Columbia River Highway last year or more recently in the paving of the St. Helens Road. Both of these contracts were let to the Warren Construction Company, which laid bitulithic pavement of which the Warren Brothers Company are the patentees.

At any rate the third rule was particularly obnoxious to the Warren Brothers Company, so in February of this year, when all the leading road experts of the United States were assembled at Boston at the Congress of American Road Builders, George C. Warren, president of the Warren Brothers Company attempted to introduce a resolution condemning the third rule. Although the committee on Resolutions reported adversely on the resolution, Warren wasn't satisfied but attempted a fight on the floor of the house but was

beaten and the government rule was upheld by the picked road experts of the United States.

Let us now see what steps the representatives of the paving companies (all of whom have paid royalties to Warren Brothers Company) who drew up the \$6,000,000 road-paving bill, took to nullify the rules provided by the government for proper choice of roads and pavements.

They first offered a direct insult to the Secretary of Agriculture and the United States Office of Good Roads by arbitrarily providing that none of the roads to be paved should be classed as forest or post roads, whereby the Federal government could aid the state in securing a proper expenditure of money for paving. Not even satisfied with this defiance of the Federal government, the drafters of the bill had the effrontery to insert a clause directing the Federal government to expend 60 per cent of its money east of the Cascade mountains.

While the authors of the \$6,000,000 paving bill were very careful to provide that there should be no government co-operation in paving, they also used due care that no offensive clauses like the rules of the Federal government should appear in the bonding bill so that competitive bidding like that provided by the Ellis Amendment is absent.

The only good regulative feature of the bonding bill which is provided, was not in the Act when first presented to the legislature by the paving company representatives but was inserted by Herbert Gordon, a representative from Portland. This provides that if the State Highway Commission shall find the bids for construction too high, it may purchase equipment and materials and do the work itself.

Inasmuch as the bonding bill has done away with government co-operation in paving our roads and the bill itself contains none of the rules essential to the economic laying of pavement as required by the government, it appears absolutely necessary if the State Highway Commission desires to gain the confidence of the people and secure passage of the bonding bill to immediately go on record in black and white with rules similar to those of the Federal government and to define how they will determine or are determining the proper prices of paving so that the fiascos on the Columbia River Highway and St. Helens Road need not be repeated.—A. G. Johnson.

### Two-Platoon Bill.

Editor Mt. Scott Herald.—"If the firemen of Portland, in self defense, had not proposed the two-platoon system, how long would it have taken Chief Stevens and Chief Dowell to ascertain the need of a paid fire station at Lents?"

"How long must the people of Lents be a part and parcel of the greater city before some of the benefits of the greater organization shall be offered?"

"Why do fire chiefs tear their hair in an effort to frighten taxpayers against the two-platoon measure, when they have neglected to protect the interests of the voters in the past by allowing needless expenses to be carried and poor equipment to be used, eating up money like water?"

"How does the taxpayer benefit directly by all the boosting offered by the fire chiefs, for the fire prevention work? Have insurance rates been lowered, or is all the benefit in favor of the insurance companies, which pay fewer losses and pocket the balance?"

"Why don't the chiefs tell the story of fire prevention in Portland? Why don't they show what it costs and why?"

These are some of the questions asked by James Irving, secretary of the Firemen's Two-Platoon Committee, in answer to the statements made before the Improvement Club last week. Mr. Irving asks for information which should be forthcoming, and if the chiefs are honest in their purpose to serve the whole people of the city they will make a showing of the facts in the case. The questions asked about insurance rates is pertinent at this time.

"If fire prevention work is of value to the taxpayer to the extent which the chiefs would have us believe, there should be a showing in reduced rates. If the benefits all go to the insurance companies then the interest of the chiefs in the down-trodden property-owner becomes of little concern. The city is paying for fire prevention work. Does the city or the insurance company profit by the effort?"

"The fire chiefs have been telling the story of proposals for the betterment of working conditions for the men. Why did they not give the conditions before the men were compelled, in self defense, to move for the shorter work day? Is it a case of 'take what we offer or you will get nothing'?"

"What answer have the chiefs to this fact, relating to the efficiency of the present department: At a house with 11 men, the other day at 1:30 o'clock, only four men were on duty at the house. Two men were at meals, two men were off duty, two men were on special leave, and two men were on detail. Four men out of 11, at a house, certainly shows anything but efficiency under the present system. What worse condition could prevail under the two-platoon plan?"—Jas. Irving, Sec'y.



4th on Ballot

## ARCHIE MASON

Candidate For

CITY COMMISSIONER

(Paid Adv.)



## O. LAURGAARD

(Consulting Civil Engineer)

for

CITY COMMISSIONER

At least one member of the commission should be a civil engineer of wide practical experience on public works and qualified by executive ability to administer public affairs. Elect a man with 14 years' practical experience and otherwise qualified for the position. 23  
(Paid Advertisement)

## JOHN A. McQUINN

Out as a Candidate

For

CITY COMMISSIONER

Will Seek Place Held by R. G. Dieck, Commissioner of Public Works.

Is a Native Oregonian and Says He Stands for Retrenchment and Reform in Conduct of Municipal Affairs

John A. McQuinn, formally announced his candidacy for City Commissioner to-day, and will make the race for the position now held by Commissioner of Public Works R. G. Dieck.

Mr. McQuinn is a civil engineer, with offices in the McKay Building. He is a native Oregonian and received his education in this state, having attended the old Harrison street school during 1872—1873, and the Portland High school from 1873 to 1876. He graduated from the Oregon University in 1879.

Mr. McQuinn has served as city engineer for Ranier and Clatskanie, and is now consulting hydraulic engineer for Olympia, Wash. In announcing his candidacy, Mr. McQuinn says he stands for retrenchment and reform in municipal affairs, for the more liberal inducement to the shipbuilding industry and incoming factory development. He also favors the construction of an extensive ship harbor below the Broadway bridge by the removal of Swan island and the deepening of the river generally in that vicinity. Mr. McQuinn intends to conduct an energetic campaign. 17  
(Paid Adv.)

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