

Mr. Scott Herald

Published Every Friday at Lents Station, Portland, Oregon.

LAWRENCE DINNEEN, Editor

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STATEMENT OF THE OWNERSHIP AND MANAGERSHIP, etc., required by the Act of Congress of August 24, 1912, of "The Mr. Scott Herald," published weekly at Portland, Oregon, for April 1st, 1922.

ss.
County of Multnomah ss.
Before me, a Notary Public in and for the state and county aforesaid, personally appeared Lawrence Dinneen, who having been duly sworn according to law, deposes and says that he is the editor of "The Mr. Scott Herald," and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation) etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations.

1. That the name and address of the publisher and managing editor is: Editor, Lawrence Dinneen, Portland, Oregon.

2. That the owners are: The Columbian Press, Inc., Portland, Oregon.
3. That the known mortgagee is the Multnomah State Bank, Portland, Oregon.

(Signed) Lawrence Dinneen, Editor.

Sworn to and subscribed before me this 22nd day of March, 1922.
(Seal) John P. O'Hara, Notary Public for Oregon.

Commission expires May 16, 1925.

MR. HAYS SPEAKS

"I am not going to reform the movies. There is to be no clean-up campaign in the sense many have described," said Will H. Hays, exportmaster-general in a copyright interview. The program, as Mr. Hays outlined it, is one of business extension. The rapid rise of what Mr. Hays describes as "the theatrical end of the business" has delayed the exploitation of the church and school as profitable movie fields, and to remedy this is the avowed aim of Mr. Hays.

This may be Mr. Hays' method of avoiding a confession that the movie business was on the brink of moral collapse, it may be his indirect way of saying that movie conditions ought to be changed. Certainly his great verbal attention to Bible pictures was intended as a sop to that very section of American public opinion which had shovelled the movies so near the edge of destruction. As far as anyone is now aware, the "movie public" has never craved "Bible pictures," except those vile imitations whose Biblical titles masked quite un-Biblical scenes of lascivious license. The country does not clearly see Mr. Hays' employers preparing pictures for Sunday school conventions just yet. Publicists, however, do quite clearly see Mr. Hays' adroit appeal to the kind of public opinion he is afraid of—for his employers.

The scare thrown into the movies by the rising sense of outrage in the country, did not come by reason of the alien masters of the movie covering beneath the protests of American decency. They are not capable of such a reaction. The triumph of public opinion was made in quite other quarters. Wall Street was heavily involved in movie investments. American financiers were quite alive to the fact that moral repudiation of the movies would mean their financial ruin. That is where the work of rescue began. But it hasn't touched the pictures yet. Public opinion has been treated, not the pictures. The selection of Mr. Hays was a soothing dose for public opinion. Now, if Mr. Hays, contrary to his announcement, will doctor the pictures into decency, something will have been accomplished. Thus far nothing what ever has been accomplished as far as the actual pictures on the screen are concerned. And it is about the pictures that public opinion is exercised.

—Dearborn Independent.

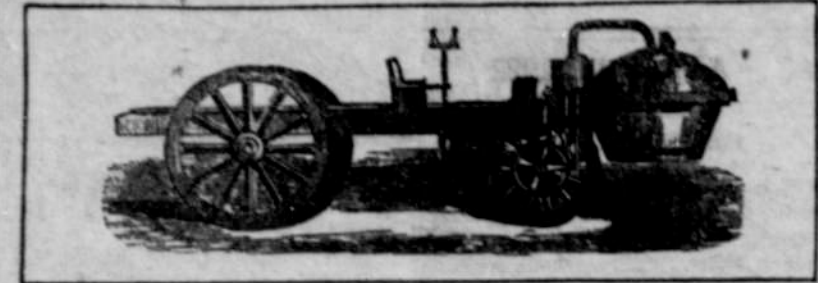
The Lents school orchestra went to Vernon school, April 7, for the meeting of the consolidated public school orchestras.

About 50 of the members of Lents Parent-Teacher association made up an inspection party at the Pacific Coast Biscuit company's plant April 6.

No man is ever quite as foolish as he appears to others. He possesses wisdom of which they know not.

622-28
FOR
Job Printing

WHO CONSTRUCTED THE FIRST AUTO?



It is a safe wager that not more than one in every five thousand people can answer the question as to who built the first automobile.

The first automobile, shown in this old cut, was constructed by a Frenchman named Cugnot in 1769—just 153 years ago. It was then exhibited before the Marquis de Saxe and in 1789 Cugnot built an improved model at the expense of the French monarch. The motor consists of two single-action steam cylinders, alternately propelling the single front wheels. Owing to the small size of the boiler it was impossible to travel faster than four miles per hour or longer than fifteen minutes without stopping to get up steam.

Though a crude machine, Cugnot's first car was ingenious in many respects and a creditable piece of work considering the times. After several successful experiments, which excited much interest, it overturned with a crash while rounding a corner at three miles per hour and was promptly locked up in the arsenal as a public menace.

Cugnot's automobile is still to be seen in the Museum of the Conservatoire des Arts et Metiers in Paris and is a most interesting relic of early locomotion.

MUFFLER IS NOT WATCHED CLOSE

Cleaning Up Process Is Overlooked or Delayed Until Openings Become Clogged.

INCREASES USE OF GASOLINE

Very Important Part of Automobile Is Located Under Car and Out of Sight, and Is Rarely Given Attention Needed.

One of the parts of an automobile most neglected by many owners and drivers is the muffler. As a boy with a dirty face puts off the cleaning up process just as long as possible, so the motorist with a muffler that needs attention procrastinates and thinks perhaps he will fix it up tomorrow. And tomorrow never comes. But today is always here with its greater use of gasoline and various other complications that a dirty muffler causes.

The muffler is located under the car, and being out of sight is usually out of mind. It is therefore often neglected or misused. And yet it ought not to be. The muffler is placed on the end of the exhaust pipe of the engine so that the driver of an automobile while taking pleasure himself does not wholly deprive others of it.

Let us consider the use of the muffler. The exhaust valve opens while the burned gas is still under a pressure of from 25 to 30 pounds per square inch. If this were exhausted directly into the air the resulting noise would stifle conversation in the car, annoy everybody along the street and quickly get the driver into trouble with the police. The muffler prevents all this. It provides a chamber in which these exhaust gases may expand and cool somewhat and at the same time breaks up the pressure by allowing it to leak out slowly through a number of very small holes, instead of letting it loose in one "big noise."

The "Cut-Out" Valve.

In the early history of the automobile mufflers were not used and everybody for blocks around knew when an auto was coming. As the automobiles increased in number this became a nuisance and was stopped by law. Then they sought, indeed had been seeking, a means of stifling the sound. In the early muffler there was trouble because the gas would back up in the cylinder and decrease the power of the motor. It was thought there was no way to decrease the sound without decreasing the power; therefore the manufacturers devised a valve to "cut out" the muffler on the car whenever extra power was desired.

Sometimes the back pressure was so great as to interfere when driving through heavy roads or up hills. The "cut out" let the gas exhaust directly into the air instead of going through the muffler. At the present time nearly every city has a law prohibiting the use of "cut outs."

The average driver does not know that his muffler needs as careful attention as any other part of the mechanism, and so he neglects it. In these days of noiseless cars it requires a great number of very small holes inside muffler. These become clogged with soot or carbon from the exhaust. The deposit collects very rapidly, especially when the grade of oil used is poor or too much oil is used. It also results when the carburetor is adjusted to give too rich a mixture.

Openings Become Clogged.

When these small openings become clogged the exhaust gases cannot escape readily, and naturally the cylinder of the engine is not cleaned at the exhaust stroke. Result: It is impossible to bring in a full cylinder of new gas on the next intake stroke. There is not a full charge to explode, and this means a loss of power to the engine.

Cases are known where the throttle was opened wide without any increase in power. Trying to find out what the matter was, the driver opened the "cut out" and this caused the machine to accelerate very rapidly.

TEST REVEALS LARGE TIRE NOT DANGEROUS

Wide-Spread Belief of Peril Shown to Be Erroneous.

Big English Vehicle Run Over Sharpened Spike Making Perfect Blow-Out, But No Damage Done Except to Tire.

One way to overcome a prejudice is to remove it. The introduction of the large size pneumatic tire for buses in England, was hedged in by many difficulties because of a wide-spread belief that the use of these tires was dangerous.

In case of a blow-out, men argued, the tremendous concussion of the escaping air would thrust the car off the roadway. The difference in height between the two sides of the car after one tire had been deflated would be so great as to threaten to overturn the vehicle, was another argument. Pedestrians standing near might be blown from their feet by the force of the escaping air from the tire, it was said. The driver, himself, might even be in danger, in case of a blow-out while the car was travelling at rapid speed.

To meet this situation, E. R. Preston, managing director of an English tire company, in co-operation with two of the leading motor journals of the country, devised a unique test. "We'll stage a blow-out of a tire while the car is in motion," said Preston. "You can go along and see what happens."

A narrow and rutty dirt road outside of London, was selected for the test. A heavy plank was imbedded in the roadway, fitted up with a big iron spike, sharpened to a razor edge and set so that it would strike the tire at an angle just outside of the tread.

When all was set, a big bus, in which rode the representatives of the two motor journals, came flying down the road at 30 to 35 miles an hour speed. As the big sharpened spike struck the side of the tire it ripped a jagged hole through carcass and tube. It was a perfect blow-out. The tire was completely flat within 15 feet. But no damage had been done except to the tire itself.

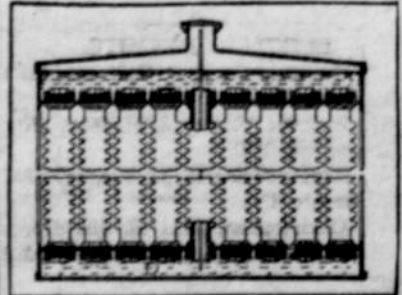
The men riding the car felt only a very slight jolt as the car struck the impediment. Examination of the surface of the road immediately after, showed that there was no perceptible lurching of the truck from the road. The wheels carried through straight ahead. There was no relaxing of the car. Examination afterwards showed that one wheel stood about an inch and a quarter below the other as the result of the tire being deflated.

The test has gone a long way toward correcting the erroneous impression as to the performance of these large tires in case of a blow-out.

RADIATOR FOR AUTOMOBILES

Invention of Brooklyn Man Adapted for Use in Cooling Any Circulating Liquid.

The Scientific American in illustrating and describing a radiator, the invention of A. Nebel of 794 Kniekerbocker Ave., Brooklyn, N. Y., says: "The invention relates to liquid cooling devices, and is particularly adapted for use as a radiator for automobiles, but may be used wherever it is



A View Partly in Section, Showing the Arrangement of Tubes.

desirable to cool a circulating liquid. Among the objects is to provide a radiator having its parts so constructed as to bring the circulating fluid in contact with a large exposed surface whereby the liquid may be effectively cooled, in a limited space.

You start from home and find something's wrong
You get half way, meanwhile trying to fix the car
You know at Franklin Garage it'll be rightly repaired
You have it fixed and then again you learn what Garage Service is.

Half Way Stop, Mt. Scott to Portland

On the right, just west of 50th at Division St.

(You've Seen 'Em) **Pat and Jerry** Give You Service
Authorized Ford Service Station

Phone Tabor 5603 Tavelli and Mack 1383 Division St.

PUT CAR THEFTS AT \$100,000,000

Interstate Commission Works Out Clearance Test to Cut Down Losses of Autos.

OWNERS ARE ASKED TO HELP

Organization Conducts an Active Campaign Throughout the Country With Headquarters Located in the City of Chicago.

Coincident with the announcement that the Interstate Motor Theft Commission would be continued as a permanent organization with headquarters in Chicago, it was said that reports of thefts of automobiles throughout the country indicated that cars valued at \$100,000,000, were stolen every year. It also was asserted that these automobile thefts showed a loss of \$300,000 for every twenty-four hours.

The Interstate Motor Theft Commission was formed in 1921 for a nationwide inquiry into automobile frauds and thefts and for the destruction of the market for stolen cars. The commission is composed of about 100 persons in different parts of the country including Deputy Police Commissioner Joseph A. Faurot, E. M. Allen, member of the Insurance Committee of the United States Chamber of Commerce; J. A. Hall, educational director of the Associated Advertising Clubs of the World; Gutzon Borglum, the sculptor and president of the International Sporting club, and Dan Beard, National Boy Scout commissioner.

National Clearance Test.

"A national clearance test to be applied to all cars registered in the United States has been carefully worked out that not only will result in the detection and recovery of a great majority of the unrecovered cars stolen in the past, and that are still in operation, but will prevent to a very large degree, the future sale, use, or registration of stolen cars in any state, regardless of changes in numbers and appearance," says a statement of the commission.

"The plans of the commission are considered the most constructive and business like that have been advanced since the advent of the automobile itself—to adequately protect America's \$5,500,000,000 of motor car wealth against commercialized theft and

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Repairs to any machinery.

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Grays Crossing
Its All Right or Your Money Back

The Cantilever Shoe
Which supports the foot arch naturally without appliances. Corrects arch trouble. Cures bunions, corns, callouses and pains in the nervous system that are the result of foot abuse. Two styles, narrow toe, high heel and medium toe with low heel.

CANTILEVER SHOE STORE
353 Alder Street—Medical Building

fraud. Since its inception this body has enjoyed almost unqualified moral support and co-operation from many sources, among them police, detective, state, insurance and business authorities, civic organizations, motor car associations, clubs, manufacturers, distributors, dealers and owners.

Owners' Aid is Asked.

The statement added that owners of cars were especially being urged to aid the commission in eliminating automobile thefts throughout the country. It declared that automobile thieving "is today one of the most profitable forms of lawlessness." "Automobile thefts retard the advance of every branch of the motor car industry," the statement continued. "Impose a burdensome liability upon owners, and police and state departments. Many laws to check the motor car theft and fraud evil have been enacted. The majority of them carry heavy penalties, and although many arrests are made throughout the country convictions seem difficult to secure; in any event fewer than should be accomplished, and no perceptible slackening of this lawlessness is generally apparent."

Classified Ads.

Advertisements under this heading, 10c per line first insertion. Minimum charge, 25c. Count six words to the line. Strictly cash.

WANTED—Clean cotton rags. No stockings or heavy garments. Five cents a pound. Herald office.

WOOD FOR SALE, delivered anywhere; first class old growth; first class second growth. Phone 614-48. L. B. Cooper. 26-4f

CALL R. HEYTING, phone 625-67, for sand and gravel delivered at a reduced price. 17-4f

FOR RENT—3-room house. Call at 6807 92nd st. S.E. 111f.

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EXODONTIA
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J. S. Miller, Prop.
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Daily Trips to Mt. Scott and Lents
Agt. for Rock Springs and King Coal
Stand: First and Taylor Portland

MATT GREENSLADE
Wagon Repairing
Horseshoeing & Gen. Blacksmithing
AUTO REPAIRING
9327 Foster Road Lents

Full Easter equipment for men, women and children—Suits, Hats, Suitings, Shoes, Slippers.

Subscriptions for the Pictorial Review may now be left with Wise Bros.

Wise Bros. department store have been made local agents for the Thor Washing Machine, \$140, the best washing machine on the market.

A feature this week is the display of beautiful parlor lamps which are priced to sell at \$24.75.

Wise Bros. Dept. Store
(Successor to Katsky Bros. Store)
AUTOMATIC 610-20

MOVING ROSE CITY VAN
One Way from Portland to Lents
We Can Move You Out of the Muddy Street
8822 Foster Road COAL Phone 612-59

Star Electric Co.
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ALL KINDS OF REPAIRING,
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When You Want to Move
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Daily Trips Portland and Lents
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Camp No. 11650, Modern Woodmen of America. Meets every second and fourth Wednesday of each month at Woodmere Hall, 7630 60th Ave. S. E. F. B. VOLTS, Clerk.

We Handle and Recommend

Wichita station (James A. C. Tait & Co.) sand and gravel. This is the only "bank" or "pit" sand and gravel around Portland that is washed and screened to exact commercial sizes. It is much sought after for high-class concrete work.

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Phone Auto. 624-18 9319 Foster Road.
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