PAVING CONTRACTS TO BE LET TODAY

County Commissioners Will Pass on Work Authorized by $1,250,000 Bond Issue.

SOME TO BE READVERTISED

Taxpayers Urge That Recommendations of Mr. Yeon Be Accepted. Married Workers' Association Pleads for Day Labor.

Contracts for paving 73 miles of Multnomah County roads under the $1,250,000 road bond issue will be awarded by the County Commissioners at a public meeting in the Courthouse this morning.

Bids for hard-surfacing all but one small section of the St. Helens road will be rejected and readvertised, as all bids submitted exceeded the road-master's estimates.

A delegation of taxpayers, including C. C. Colt, W. L. Boise, H. L. Pittock, J. C. Ainsworth, Frederick W. Mulkey, S. Benson, Amos Benson, Emery Olmstead, John F. Carroll, E. E. Coovert and others, appeared before the Commissioners yesterday morning and urged that they support the recommendations of Roadmaster Yeon, in whose judgment they expressed confidence. A petition from the Married Workers' Association, 112½ First street, signed by 7000 persons, was also presented to the Commissioners, urging that they build a paving plant and hard-surface the roads with day labor, instead of by contract.

Following are Roadmaster Yeon's recommendations for awarding of the bids, in full:

June 15, 1915.—Hon. Board of County Commissioners—Gentlemen:

As per your order of June 15, 1915, referring to the tabulation, conference and recommendation, with your honorable body, I have the honor to submit to you the following report and recommendations for the awarding of contracts for paving the county roads under the recent bond issue of $1,250,000.

I have given each of the different types of pavement bid on, careful study and investigation, and have gone into the analysis of the bids fully and with the intention of looking after the best interest of the taxpayers of Multnomah County.

Each section of each road has been considered as a separate bid and the bids compared on the basis of lowest responsible bidder for the type of pavement best suited for that particular locality, the type of transportation, and further increase of traffic.

Due weight has been given the type of pavement best suited for this climate and on the new subgrades where settlement is likely to occur, or on dangerous curves or grades.

In my recommendation I have endeavored to choose a pavement with the best point, taking into consideration the money available, as well as the lowest responsible bidder.

Safe grades—The pavements on safe grades, up to 5 per cent, have been chosen with the following points in view:

First cost, maintenance cost, imperviousness, resiliency, density, stability, noiselessness, dustlessness, and a pavement that will be easy on the eye, afford a good footing for horses as well as for rubber tires; one that will not crack and will show least abrasion; one that has least tendency among the asphaltic concretes to wave, creep, mark or displace.

Time and ease of construction are two of the most important points taken into consideration, as these two points have a direct bearing on the obstruction of traffic and the resulting inconvenience and loss therefrom.

Consideration has been given the maintenance cost after the first period of 10 years and the pavement chosen which will be least expensive to resurface at the end of that time, or at a later time.

Steep grades and curves—On steep grades and curves a pavement has been chosen that will offer the best footing, either because it has a naturally rough surface or because it can be given a rough finish.

In the choosing of these pavements it was necessary to choose the best type for the available money with due regard to the lowest responsible bidder.

Remarks on asphaltic concrete No. 2—I do not favor asphaltic concrete No. 2 (modified topeka) for the following reasons: High cost of maintenance, general lack of stability, slipperiness, tendency to creep and tendency to wave. This pavement has not given satisfaction as a highway pavement and is still more or less in the experimental stage.

One of the best arguments against it is the fact that few bids were received on this type, and the general desire to dodge the maintenance.

Remarks on concrete—I do not favor the use of concrete, excepting on steep grades, and then only the Wayne County specifications (cement concrete No. 1) with roughened surface.

Concrete has a tendency to crack and does crack on all roads where it has been laid, thus allowing water to penetrate to the subgrade. When repaired, this crack causes a severe impact from wheels with raveling or increased abrasion. Expansion points cause the same result.

Concrete is a good base for bituminous surface, but the fact remains that it is much cheaper to build it in that manner at first instead of using bitumen as a final wearing surface, thus saving the cost between a concrete pavement and a concrete base, which is a large item.

Summed up—I have the following reasons for believing that a concrete pavement is not good in highway construction without a bituminous wearing surface:

Concrete is brittle, hard and unyielding, dusty, noisy and unsightly. Its tendency to crack is a serious fault, and the difficulty of resurfacing and repairing makes the final maintenance expensive.

The glare from a concrete pavement causes machines to avoid it and is a serious objection.

Concrete cannot be used for 30 days after construction or repairs, and the construction is slow work, and results in inconvenience to transportation. This would not only mean the closing of the highway to all traffic during construction, but for 30 days after, on each division. On the Columbia River Highway, where there are fills that cannot be paved this year, it would mean the closing of traffic next year during construction and 30 days thereafter. Any repairs removing concrete would close the road to traffic for at least 35 days.

No consideration has been given bids which would be liable to involve the county in lawsuits, and only pavements have been recommended which come within the available bond issue for each road.

Columbia River Highway, estimate $468,067.00—

I recommend that section "A," Columbia River Highway, be awarded to the Warren Construction Company, at the unit prices bid for asphaltic concrete No. 1 (bitulithic) on a crushed stone base, totaling $121,077.52

I recommend that section "B," Columbia River Highway, be awarded to the Warren Construction Company, at the unit prices bid for asphaltic concrete No. 1 (bitulithic) on a crushed stone base, totaling 29,806.62

I recommend that section "C," Columbia River Highway, be awarded to the Warren Construction Company, at the unit prices bid for asphaltic concrete No. 1 (bitulithic) on a crushed stone base, totaling 137,279.50

I recommend that section "D," Columbia River Highway, be awarded to the Pacific Bridge Company, at the unit prices bid for asphaltic concrete No. 1 (bitulithic) on a crushed stone base, totaling 155,332.78

I recommend that section "E," Columbia River Highway, be awarded to Boyajohn-Arnold and Hans Pederson, at the unit prices bid for brick on a concrete base, totaling 22,921.66

Total bid $466,418.08

Sandy road, estimate, $221,925.00—

I recommend that section "A," Sandy road, be awarded to the Warren Construction Company at the unit prices bid for asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling $198,090.90

I recommend that section "B," Sandy road, be awarded to the Warren Construction Company, at the unit prices bid for asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling 16,159.17

Total bid $214,850.07

Base Line road, estimate $152,266.00—

I recommend that section "A," Base Line road, be awarded to the Clark-Henery Construction Company, at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling $132,493.20

I recommend that section "B," Base Line road, be awarded to the Clark-Henery Construction Company, at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling 15,886.20

Total bid $148,379.40

Foster road, estimate $76,303.00—

I recommend that the Foster road be awarded to Giebisch & Joplin at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling ..... $ 70,976.95

Powell Valley road, estimate $128,935—

I recommend that the Powell Valley road be awarded to Oskar Huber at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling $121,603.90

Capitol Highway (Slavin road), estimate, $95,814—

I recommend that the Capitol Highway be awarded to Gelisch & Joplin at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on an old macadam base, totaling ..... $ 89,986.74

Canyon road, estimate $39,850—

I recommend that section "A," Canyon road, be awarded to Boyajohn-Arnold and Hans Pederson, at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on a crushed stone base, totaling ..... $ 16,903.60

I recommend that section "B," Canyon road, be awarded to Montague-O'Reilly Company, at the unit prices bid on cement concrete No. 1, inclusive of Armor joints-crushed stone aggregate, totaling 22,352.00

Total bid ..... $ 39,255.60

This accommodation is based on the fact that this section is on a 7½ per cent grade and there were no bids submitted on brick for this section which were low enough to come within the amount appropriated.

St. Helens road, estimate $67,400.00—

I recommend that section "A," St. Helens road, be awarded to the Warren Construction Company, at the unit prices bid on asphaltic concrete No. 1 (bitulithic) on a crushed stone base, totaling ..... $ 28,537.03

I make no further recommendations on the St. Helens road for the reason that other bids will exceed the estimate.

I would recommend that as soon as the final decision has been made on any section that the contract for the same be promptly awarded and not wait for a decision on all the roads, so that work can be immediately started, as the season is getting short and delay will prove expensive.

In conclusion I would recommend that an unquestionable and substantial maintenance guarantee be furnished by the successful bidder for the full 10 years.

Due to the fact that the District Attorney's office has continuously opposed the 10-year maintenance guarantee, claiming that it could not be legally enforced, I would recommend that the greatest care be exercised by the Board in selecting the class of pavement that is beyond an experimental stage.

The eyes of the whole of Oregon are on Multnomah County and the example set will have great influence in the upbuilding of our state. A mistake of not selecting a proper pavement will handicap the progress of the good roads movement.

Respectfully submitted,
J. B. YEON, Roadmaster.

Accompanying his recommendations, Mr. Yeon sent the following letter to the Commissioners:

I have the honor to present to you herewith the completed tabulated bids for surfacing the county highways of Multnomah County. The tabulations are only complete as a whole, and are complete for each of the 27 sections advertised.

I also hand you, as requested at the conference in my office on the 15th day of June, 1915, the lowest bids of the concrete specifications, and the lowest bids of the asphaltic concrete No. 1 (bitulithic) specifications.

I wish it distinctly understood that I take no responsibility for any extracts from the regular tabulations, and any of such memoranda handed to you is not to be considered as a regular tabulation.

I consider it impossible to make a decision as regards type and cost of a pavement unless each sheet of the tabulation is considered as a whole.

USE OF WOOD BLOCKS URGED

Chamber of Commerce Adopts Paving Resolutions.

Trustees of the Portland Chamber of Commerce at a meeting yesterday adopted resolutions strongly indorsing wood block pavement, and requesting the favorable consideration of the County Commissioners for wood blocks on sections of road in which they entered into competitive bidding. Here are the resolutions:

Whereas, The report of the paving committee of the Chamber of Commerce shows that properly treated and properly laid wood block pavement has been and is a success from the standpoint of durability, maintenance and use; and

Whereas, The laying of wood paving as proposed in different parts of the county will be an important demonstration of the utility of wood block paving; and

Whereas, This demonstration will be of great service to the timber industry, the leading single industry of the Pacific Northwest; and

Whereas, Bids just received by the Honorable County Commissioners of Multnomah County show that when specifications call for a concrete base wood block is much cheaper than other standard types of block pavement, and but little if any more expensive than pavements of the so-called sheet types; now therefore, be it

Resolved, That the board of trustees of the Portland Chamber of Commerce, having given due thought to the great durability and ease of maintenance of wood block pavement, do recommend to the Honorable County Commissioners of Multnomah County their favorable consideration of wood block pavement on the sections of the highway where wood blocks entered into competitive bidding.

GRESHAM OPPOSES CONCRETE

Council Asks That Recommendations of Mr. Yeon Be Followed.

GRESHAM, Or., June 16.—(Special.)—The Council at a special meeting tonight adopted the following resolution:

"It is the sense of the Common Council of the City of Gresham that the recommendations of Roadmaster John B. Yeon, respecting the hardsurfacing of the Powell Valley road, as submitted to the Board of County Commissioners, be adopted by the said County Commissioners and that we are opposed to the laying of concrete paving on the said road. A copy of said resolution shall be sent to the said Board of County Commissioners."

CONFESSION IS ALLEGED

Mrs. J. Elliason No. 2 Says Steamship Officer Made Admission.

Deputy District Attorney Dempsey yesterday said that J. Elliason, second officer on the steamer Bear, who is charged with bigamy, confessed over the telephone to his second wife before the charge was filed against him. No trace of him was found yesterday.

Elliason married his first wife in 1906 and they have three children, according to reports from San Francisco reaching Mr. Dempsey. It is said the life of Mrs. Elliason No. 1 has been most pleasant. She never heard of Miss Anna Kalmer, a nurse, whom Elliason is charged with having married last March. According to Mrs. Elliason No. 2, Elliason placed all the blame on himself and said he regretted his act.

GRILL OWES $79,000

Theodore Kruse, of Rainbow, Files Bankrupt Petition.

ASSETS PUT AT $82,000

Adam Mueller, Partner in Enterprise, Refuses to Be Party to Proceedings; Operation for Creditors Is Desired.

A petition in voluntary bankruptcy for Theodore Kruse, proprietor of the Rainbow Grille, in the Morgan building, in partnership with Adam Mueller, was filed in the United States Court yesterday by Charles J. Schnabel, as attorney for Mr. Kruse.

Liabilities of the Rainbow Grille are set at $79,000 and assets at $82,000. The petition asserts that Mr. Mueller has refused to join in the bankruptcy proceedings.

Alleging that he is without means and cannot obtain money to pay the fees of the United States Court Clerk, or costs in filing the petition, Mr. Kruse swore to a pauper's affidavit, which is attached to his petition.

The Rainbow has been closed since Monday, when a notice was posted on the door saying it had closed temporarily for "repairs." Mr. Schnabel said last night that an application will be made in the Federal Court today for appointment of a temporary receiver to open the grille and keep it going for the benefit of its creditors until a permanent receiver can be named.

Among the heavy liabilities listed against the Rainbow in Mr. Kruse's petition is a note to the Scandinavian-American Bank for $20,000; three notes to Rudolph Oelsner, of New York, aggregating $12,357.34; a note to M. Seller & Co., of $4107.20, and several smaller notes.

Other large creditors are: The Star Brewery, $17,732.92; the Morgan-Bushong Investment Company, $7311.45; La Grande Creamery, $1297.26; Powers Furniture Company, $2423; Portland Gas & Coke Company, $1246; Northern Brewing Company, $7263.71, and Blue Point Oyster Company, $584.90.

Small amounts owed to 45 different persons, apparently including waiters, aggregate $1015.70.

The assets listed in the petition include stock in the Rainbow Grille valued at $1581.35; fixtures, etc., $12,851.51; equipment at the Rainbow Grille, $37,761.67, and tenant's betterment at the Rainbow, $29,688.57.

It is set forth in the petition that by common consent of the creditors W. L. Morgan, one of the owners of the Morgan building, who is a heavy creditor of the Rainbow, has operated the Rainbow as trustee since last April for the benefit of the creditors and has paid out all moneys to them as received.

The Rainbow was opened in October, 1913, and has never been a success financially.

Mr. Kruse was proprietor for many years of Kruse's restaurant, at Fourth and Stark streets, where he prospered. Several years ago he removed to the Louvre, at Fourth and Alder streets. While still operating the Louvre he leased the Carlton Hotel, but without opening it, he disappeared from Portland for several months and was finally located in Germany. He returned of his own volition and soon afterward opened the Rainbow. One of his ventures was a restaurant at the Lewis and Clark Exposition, ten years ago, which proved financially unsuccessful.

MRS. M'CALLEY PASSES

Native of Washington Succumbs to Apoplexy at Age of 61.

Mrs. Lillie McCalley, of 171 King street, Portland, died suddenly of apoplexy at 12:30 P. M. yesterday.

Mrs. McCalley was the daughter of the late Judge Henry L. and Margaret K. Caples, of Vancouver, Wash., and the niece of the late Judge John F. Caples, of this city. She was born at Caples' Landing, Cowlitz County, Washington, March 29, 1854, and moved to Vancouver, Wash., in 1864, where she resided until her marriage to Charles T. Stiles.

In 1890 she was married to W. W. McCalley. She moved to Portland in 1902.

Mrs. McCalley is survived by six children, Mrs. John E. Miller, H. Alva and Ethel M. Stiles, Roderick M. McCalley, all of Portland, and Henry C. and Charles T. Stiles, of Pomeroy, Wash.

King Constantine Has Quiet Night.

WASHINGTON, June 16.—King Constantine of Greece passed a rather quiet night, according to the physicians' bulletin received today at the Legation here, although his pulse was intermittent and the affection of the intestines and kidneys persistent.

NEW FILMS THRILLING

"FINE FEATHERS" AT COLUMBIA IS FULL OF DRAMATIC ACTION.

"The Insurrection" at Majestic Has Love and War in Plot Laid in Southern Revolutionary Times.

"Fine Feathers," the film version of Eugene Walter's great play, featuring Janet Beecher, is the chief attraction on the bill at the Columbia. It is a play of a woman's vanity and a man's weakness. A woman longs for fine clothes and a good time, and her husband, to satisfy these desires, becomes dishonest. He is a chemist and passes a poor grade of cement for a big dam. The dam is defective and breaks, leaving devastation in the wake of the flood. The power of the story is gripping. There are many highly dramatic and sensational features to the production, in addition to its heart interest.

The pictures of the Irvington Juvenile Rose Parade of last Saturday are interesting, and a delightful Keystone comedy featuring Fred Stirling and Mabel Normand makes everybody laugh. The Universal animated weekly completes the splendid bill. The programme will run the remainder of the week.

WAR AND LOVE FORM PLOT

"The Insurrection" at Majestic Is Human Interest Drama.

Leading the well-varied programme at the Majestic for the remainder of the week is "The Insurrection," a three-part Lubin naval drama, featuring Earle Metcalf and Ormi Hawley. The scene is laid in the tropics during one of the numerous petty revolutions, and has a keen plot dealing with patriotism, love and intrigue.

Ormi Hawley plays the part of Loita, the girl who loves a young American naval officer. The Southern scenery and the battle scenes are well contrasted. Many phases of naval activity and a great fleet of battleships, cruisers, destroyers and submarines are impressive in the films.

"Vengence," a strong play in which a son schemes until he avenges his father's death, is a political drama varried with a pretty romance. A "Ham" comedy is also shown. Sunday, "Miss Jekyll and Madame Hyde" will be the chief attraction, along with Charley Chaplin.

MISS LAVORA RAYBURN DIES

Fourteen-Year-Old Pupil of Creston School Stricken.

Though apparently recovered sufficiently to be safely removed from the hospital to her home Tuesday, Miss Lavora Rayburn, aged 14, daughter of Mr. and Mrs. P. W. Rayburn, of 5604 Forty-first avenue, southeast, who was stricken with hemorrhage of the lungs as she was marching in the school children's parade of the Rose Festival, June 9, died shortly after one P. M. yesterday.

Miss Rayburn was suddenly stricken while marching in the parade Wednesday morning and taken to the Good Samaritan Hospital. She was born in Portland. Her mother, father and two brothers survive.

Siam produces a seedless grapefruit.