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COLUMBIA HIGHWAY NOW ASSURED

Greatest Scenic Roadway in America is Now a Possibility. Funds in sight, Right of Way Open, Grade Easy, and State Aid Probable.

The road up the Columbia was begun two years ago. It would have been well done by now had it not developed that there were several points where the bluffs were so close to the river that there was scarcely room for a wagon road and the railroad occupied that space. The county could not buy out the railroad and the road would not vacate. As a consequence the work stopped. Developments this week have made it possible to continue the work. The railroad has agreed to lay its line further from the bluff in one or two places, necessitating extensive fills. One of these fills will come at Oneonta gorge. Here the road will have to make a fill of one hundred and fifty feet, and to a depth of seventy-five feet.

One of the good features of the plan is that the wagon road will not have to cross the railway in any case throughout the distance from Portland to Hood River. It will keep on the south side of the track the entire distance. There will be one or two tunnels to pass through and one or two elevations to climb, but in the latter cases the grades will be very slight, and even heavy transportation will find it an easy haul.

To one who has never been over the road from Latourelle to Hood River except on the train, or boat, there will be a new world to view when the highway is opened. The road will probably proceed along the Base Line over the upper Sandy River bridge and from there to Latourelle where it will descend to the Columbia level and will follow the railway from there on.

From the time it drops over the bluff at Latourelle it will enter famous scenery. Latourelle Falls will be the first object of interest. It is now visited by hundreds each year. A well constructed roadway will permit thousands to enjoy the sights. Passing on, the road will pass between the "Needles" at Bridal Veil. These needles were formerly pierced by the railroad, but in shortening its curves the road was thrown riverward and now the deserted right of way will be utilized by the highway. The Needles are mammoth natural stones which make ideal gateposts, forming an entrance to what is one of the finest natural parks in the world. Bridal Veil falls is not visible from the highway but it is only a short walk over the hills to a good point of view. Beyond Bridal Veil you skirt the bluffs and pass numerous little waterfalls which at some seasons of the year are plainly visible from the road. Then comes Multnomah Falls, Oneonta Gorge, St. Peter's Dome, The Palisades, Castle Rock Wind Mountain, Bonneville and Cascade Locks, beyond which the scenery becomes milder but none the less beautiful.

All along the line a considerable portion of the abandoned railroad grade will be used. It will be necessary to broaden it and resurface, but the fact that a grade has been turned over to the county will be of great advantage to subsequent constructionists. Another feature of the road which will appeal to all of us is that for a considerable part of the way the road will run over the old military way laid out by Grant and Sherman in the fifties.

A good part of the work will be done by convicts from the state penitentiary.

Save Spoiled Hay

Attention has recently been called, by the Oregon Agricultural College, to the fact that many farmers who are so unfortunate as to have hay injured or spoiled by rain, are making a mistake of either burning it in the field or allowing it to rot in piles. It is stated that spoiled clover or alfalfa hay is worth \$8.50 to \$10 per ton as fertilizer if evenly spread over the fields and plowed under, and that every ton of hay so worked into the soil is approximately worth four tons of fresh manure. A ton of clover hay contains 40 pounds of nitrogen, 5 lbs of phosphorus and 30 pounds of potash, which, if purchased in the open market would cost the farmer about \$10.50, and as clover and vetch is yielding about 2½ tons per acre this season, the plowing under of the spoiled hay adds a fertilizer value of not less than \$25 to each acre.

LENTS COMRADE SEES FORT WAYNE

Fort Wayne, Indiana

July 5th I visited some of the places in this city where the water flooded the city in the big flood a short time ago. The water in some places was 10 feet deep. Several lives were lost and lots of property destroyed. On the 6th I again visited the flooded district in another direction which was similar to the first.

July 7th I took in the city proper. Fort Wayne has a population of eighty thousand and is a fine city, has many fine buildings and fine parks. I visited Fort Wayne's \$1,000,000 court house. It is the finest court house I ever saw. It is finished in clouded marble and tile floors. The walls are hand painted and everything is just out of sight. I visited the Packard Piano plant where they employ 250 men; a beautiful plant.

Fort Wayne is the county seat of Wayne County.

On July 10th I visited what is left of Fort Wayne. All there is to see where the fort once was is a cannon mounted on an elevation of masonry, pointing across the river towards where they fought the Indians in an early day. This city was named after General Wayne, who fought the Indians here. I will now skip dates to July 15th. I left Fort Wayne at 4 p. m. We passed thru a fine farming country and some fine towns, and arrived at Chicago at 8 p. m. At 10 p. m. I left Chicago for LaCrosse, Wis. This being a night ride, I could not see the country or cities that we passed through.

John Walrod.

Lents Firemen Visit the Mayor

Cap. Hazen and a number of Lents firemen, President Strowbridge of the Tremont Volunteer Fire Department, and Mr. Woodburn of the Kern Park Station visited the Mayor on Saturday morning to discuss some of the needs of this portion of the city. The delegation wanted first, to secure the consent of the authorities to have an electric fire engine stationed at Kern Park. The Lents members spoke for a lot of new hose and for a siren to be connected with fire headquarters in the city so that a fire warning sent into the city from any part of the Lents section may be turned back to Lents. The Mayor has promised that they will make an inspection of this part of the city soon and see what its needs are, and that an effort will be made to comply with the requests of the delegation and to supply other necessary apparatus as soon as it can be provided.

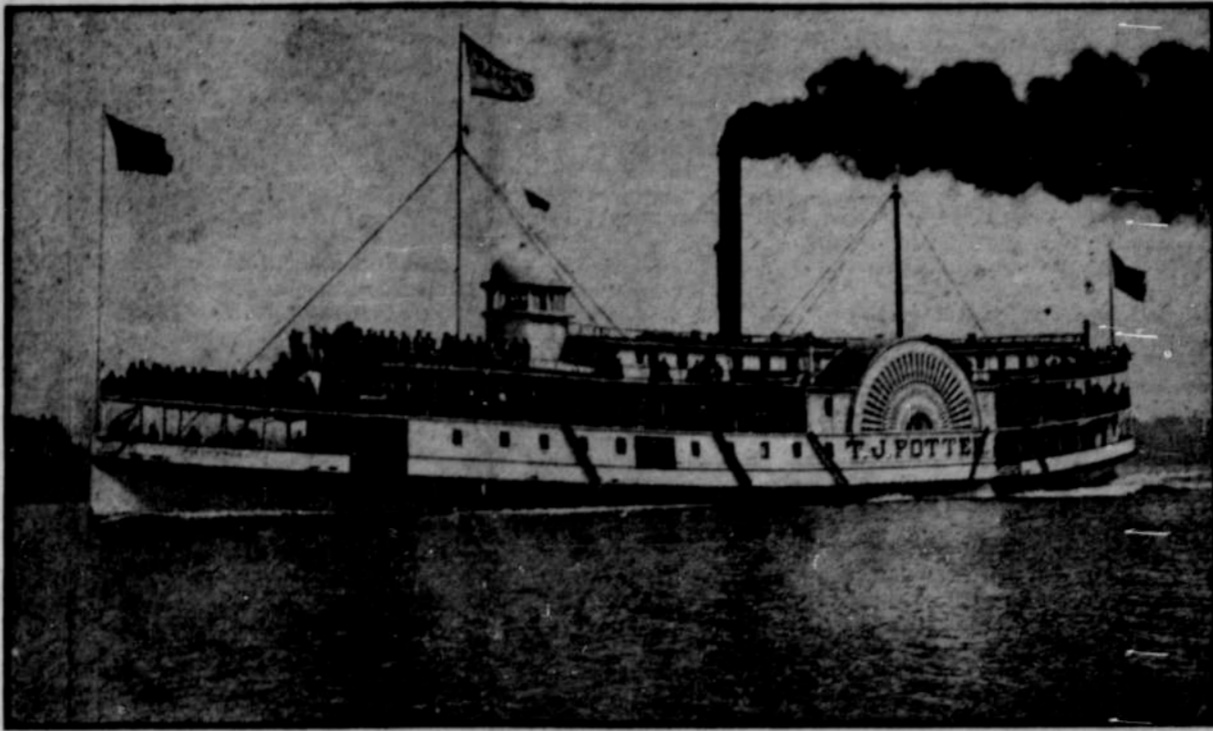
Giants Again Winners

The Lents Giants added another name to their long list of victories Sunday when they took Dingles Orioles into camp 6 to 2. Boland, the Giant's slab artist, was entitled to a shut out, but for the home run of Manager Dingle. The home run was made possible by the ball becoming lodged in some boards near the fence. Hyronious and Rogers formed the battery for the visitors while Boland and Jorgensen worked for the Giants. Hyronious walked 2 and fanned 6, while Boland walked the same number and whiffed 15. The batting of Al Boland, the fielding of Webb, and the base running of Forte were features of the game. Next Sunday the Clackamas team will be here for a game at two thirty sharp. At this writing, the Clackamas team has not met defeat so far this season. We hope to tell a different story next week. Manager Forte is strengthening the Giants wherever necessary and next Sunday you will see at least two new players.

J. F. Ward Turns Druggist

Grays Crossing is to have a new drug store located in the best room of the new Lents building. J. F. Ward of Lents has taken the place and will open it up in first class style. He has bought a lot of the finest fixtures and furnishings in town and is now having them installed. He will serve ices, and soft drinks from a fine marble-topped soda fountain. The addition of such a fine drug store to the Crossing will practically settle its success as a suburban center for they have nearly every other necessary institution of local convenience.

Miss Alice Foster has been compelled to give up her work as telephone operator on account of the danger of losing her voice.



THE T. J. POTTER—LEADING COLUMBIA RIVER PLEASURE BOAT

A STUDY OF THE EUROPEAN PUBLIC MARKET

London naturally serves as a starting point for a tour of European investigation. The British capital has, indeed, features that render it comparable in a peculiar degree with New York. The population of both, including their outer ring of suburbs, is over 5,000,000. In each case there is access to the open sea, by means of a noble waterway over which passes the commerce of the seven seas. Railroads supplement the waterborne cargoes with home-grown produce fresh from the farms.

London's markets do not afford the broken example of municipal control that they would if a new system were to be created at the present day. Precedent looms large in British administration, and even now there are only two ways of establishing a market—by parliamentary authority and royal charter. King Henry III covenanted by charter with the city of London not to grant permission to anyone else to set up a market within a radius of seven miles of the Guildhall and this privilege was subsequently confirmed by a charter granted by Edward III in 1326. But of late years the city corporation has waived its rights and allowed markets to be established in various districts, wherever a real necessity has been shown to exist. In fact, the markets of London have grown with the city, keeping pace with its requirements.

There remains, however, the fact that certain corporation markets and Covent Garden markets serve as great wholesale terminals, connected more or less unofficially with the numerous local markets in the outlying districts.

Immense Municipal Market. Chief among the corporation markets is Smithfield, covering about eight acres and costing altogether \$1,400,000. There are to be found wholesale meat, poultry and provision markets, with sections for the sale, wholesale and retail, of vegetables and fish. In the last twenty years the development of cold-storage processes has lowered the quantity of home-killed meat and remarkably increased the importation of refrigerated supplies. Last year the wholesale market disposed of 433,722 tons of meat, of which 77.2 per cent came from overseas.

Ten years ago the United States supplied 41 per cent of the Smithfield meat, but now these supplies have fallen off enormously, and the last report of the market committee says: "The United States, in particular, for domestic needs, is within measurable distance of becoming a competitor with England for the output of South America." South America and Australasia are indeed the chief producers today for the British market.

This has developed a great cold-storage business in London. All told, London can accommodate 2,932,000 carcasses of mutton, reckoning each carcass at 35 pounds. Over 41 per cent of England's imported meat passes through Smithfield, and railroad access is arranged to the heart of the market. The Great Northern Railway Company has a lease from the corporation on 100,000 feet of basement works under the meat market, with hydraulic lifts to the level of the market hall and inclined roadways for vehicular traffic.

Selling on Commission Plan. Most of the tenants at Smithfield are commission salesmen, who pay weekly rents for their shops and stalls at space rates, all the fittings being supplied. Last year these rents brought in \$427,200. There is a toll of a farthing on every 21 pounds of meat sold, which together with cold storage, weighing, and other charges, amounted in the same period to \$241,635. The meat sales are entirely wholesale, except on Saturday afternoons, when there is a retail "people's market," where thousands of the very poor buy cheap joints.

The inspection is very strict; every precaution is taken to insure cleanliness, and breaches of the regulations are punished by fines or imprisonment. All condemned carcasses are sent to a patent Podewell destructor, to be reduced by steam pressure and rolling to a powder, which is disposed of as an agricultural fertilizer.

The corporation also controls a great live-cattle market at Islington, covering 75 acres. Over \$2,500,000 have been spent on this market, and the modern

slaughterhouses attached thereto. These slaughterhouses are not regarded as a remunerative concern, but are provided because they afford hygienic methods, and private slaughterhouses in London are decreasing rapidly. Last year 37,670 cattle, 191,646 sheep, 11,722 calves, and 24,981 swine were slaughtered there, the charges being 36 cents a head for cattle, 4 cents for sheep, 8 cents for calves, and 12 cents for hogs. Mainly on account of the extensions and improvements, this market is not being run at a profit at present, but its public utility is held to justify the outlay. Nor does the Deptford cattle market of 36 acres, maintained on the banks of the Thames to deal with live cattle imported from abroad, pay its way. But there has been a serious decline in imported stock in late years, especially from America. At this market extreme precautions are taken to prevent the entry of cattle disease that might spread infection to British flocks and herds. All animals landed there must be slaughtered within ten days and are submitted to rigid inspection. All hides and offal are immediately disinfected. Five hundred cattle can be unloaded from vessels at Deptford in 20 minutes. Last year 194,251 animals were killed, the meat being sent for sale to Smithfield and Whitechapel.

Famous Fish Market. Billingsgate, the famous fish market of London, is also administered by the corporation. Its records cover over 800 years. It is hampered by narrow street approaches, but a very expeditious system of direct delivery of fish from the Thames side of the market building enables the licensed auctioneers to dispose of supplies very quickly. Steam carriers collect the fish from the fleets round the coast and deliver them packed in ice at Billingsgate every night. Billingsgate market has cost the city \$1,600,000. Stand prices are high, but there is keen competition whenever a vacancy occurs. Last year the receipts amounted to \$182,455. The auctioneers dealt with 184,477 tons of fish, of which 120,905 were water borne and 73,572 land borne. The city profited to the extent of \$40,000 on this fish trade.

On the entire municipal market enterprises of the city there is a profit of \$158,000. The markets are regarded with especial interest by the corporation, and the committee which regulates them is considered one of the most important in the whole administration of the city. In order to keep abreast of the times most of the profit is expended on improvements and extensions.

Covent Garden, London's great fruit, flower and vegetable market, is owned by the Duke of Bedford, whose family have held it for hundreds of years. In

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(continued on page 4)

LENTS W. C. T. U. TAKES MORE PRIZES

It is hardly true to say that the Mt. Scott W. C. T. U. took prizes at the recent Chautauqua meeting at Gladstone, but several of its leading members participated in a literary contest and took some valuable prizes. The Mt. Scott W. C. T. U. had charge of the contest.

The topic, Industrialism vs. Purity was the topic upon which the contestants wrote. Those entering the contest were Mrs. Inez Richardson, Mrs. Lillian Clark, and Miss Edith Train. The judges said the contest was a very close one and that it was very difficult to tell to whom the awards should go, as all were excellent. The medal was silver, enameled white ribbon bow, with silver pendant, and with the word "brotherhood" across the pendant. This medal was made especially for this department by the National Contest Department of the W. C. T. U. The Mt. Scott Union is a pioneer in this branch of labor work. The first place was won by Miss Edith Train. Two other members of this Union have won medals previously, namely: Mrs. Ward Swope and Miss Minnie Chapman. It is probable that a gold medal contest will be held in the near future, or as soon as a couple more medals of this degree are given out.

HOW TO MAKE A CAMP FIRELESS COOKER

What camper has not wished up on leaving camp for the day with the meat, beans, and other slow-cooking camp foods just coming to a boil, that he might return and find them done, and tender and hot, exactly right to be served? That very thing may be provided for by following this simple direction taken from "Camp Cookery," just off the press of the Extension division of the Oregon Agricultural College: "Use a box similar to one holding two five-gallon cans of oil, make stout with extra nails and as nearly air tight as possible with strips, and nail a strip 1/4 inch thick and 3 inches wide around the inside even with the top. Line the bottom and sides with paste board, such as from a cracker box, and pack the bottom tight with excelsior. Place the vessel to be used in the center of the box and pack the excelsior as tight as possible around it, remove the vessel and line the opening with paste board, cutting a hole in the top strip to fit the vessel. Take a strong board for the lid and line it with packed excelsior covered with cloth. Or a pillow or cushion may be used under the lid, which is made as nearly air tight as possible. The top padding should be thick enough to make it difficult to close the lid, which is held down by hasp and hinges, or leather hinges with a boulder on top to weight it down." This little pamphlet may be obtained free of cost by addressing the Extension Division, O. A. C. Corvallis, Oregon.

That the dairy business in the coast counties has been established on a paying basis is evidenced by the fact that the Clatsop County Co-operative Cheese Association has recently been paying 7 cents more per pound for butter fat than the market price. The average amount of milk now being received is nearly 6,000 pounds per day with a prospect of greatly increased supplies in the near future. An ice manufacturing plant will be installed before the advent of hot weather next season.

A. G. SMITH HOME NARROWLY ESCAPES

Lents Volunteer Fire Department Again Saves a Home. Excellent Work by the Local Fire Fighters. Loss Merely Nominal.

The A. G. Smith home on Johnson Creek, south of the Foster Road, about a half mile east of Lents Junction had a narrow escape from destruction from fire on Tuesday afternoon about 2:30. Alarm was turned in at Lents and the fire department responded in quick time. Dr. McSloy happened to be in position to run his auto in in front of the fire apparatus and it was taken to the scene of the fire in double quick time. On arriving there the boys found a badly frightened woman striving to prevent the destruction of her home. The fire had caught the wooden box back of the stove and had leaped into the floor and the wall. She had tried to chop through the wall and drop out the fire. The chemicals soon did the work and before half of the crowd was there the fire was out and there was nothing left to show for it but some scorched wall and a well soaked bedroom floor. Undoubtedly the boys saved the house and the Smiths have every reason in the world to feel their gratitude for the way in which the volunteers responded and handled the blaze.

As it is the home was practically saved. There will be some loss on furniture, rugs, and about a yard of wall to replaster. Considering the day, the extreme heat, and the condition of the house it is a wonder that it did not go up in smoke in short time.

Local Dealers Discriminate

The fact that onions from Texas, potatoes from California, and eggs and poultry from points outside of Oregon are being received in Portland in carload lots while the farmers in the immediate vicinity of the city, as well as those tributary to the railroads leading to this market, cannot find a market for their produce at any price, has led the Portland Realty Board to actively take up the question of establishing public markets where gardeners and farmers may dispose of their products direct to the consumer with great benefit to both. It is stated that the fact that farmers cannot sell their own crops in Portland without a license, and the further fact that the commission men will not buy from him except at their own prices, is causing many farmers to allow fruits and vegetables to go to waste rather than dispose of them at a loss.

Making Berry Juice

The following simple and effective way of bottling berry juice was employed by Professor C. I. Lewis in the laboratory of the Oregon Agricultural College, and is a sure way of saving loganberries at a good profit on the rainy day: Heat the berries to as nearly the boiling point as possible and strain out the juice. Mix juice with one-third its measure of sugar, heat as before, pour into sterilized soft drink bottles, shove the cork about two inches within the neck of the bottle, and pour melted paraffine to the top. This process preserves the flavors and aromas and keeps the product indefinitely. Diluted with four times its measurement of water it is a delicious drink.

Shiloh Circle L. G. A. R., are requested to meet at Woodmere Station at a quarter before four o'clock on Sunday, July 27th, where they will march in a body, forming in order of officers, led by the President and Senior Vice President, to St. Paul's Episcopal Church. Rev. Taylor will preach his Annual Sermon to G. A. R. Sons of Veterans and Women of G. A. R.

Mr. Hennes
Ind. F. Taylor
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Ore Historical Society
City Hall