

WORTHLESS WOODEN BLOCKS FOR STREET PAVING AN OUTRAGE UPON THE PEOPLE

Another outrage is being perpetrated upon the people of Portland.

For years they have withstood the criminal deceit of street contractors, and the city's wretched pavements are the result.

It is about time the people should take a hand in the matter of street improvement, and compel the Board of Public Works and the City Council and the owners of property abutting street improvement to act for the benefit of the ENTIRE city—not simply because a pavement is cheap and the contractor has a "pull."

The latest imposition upon the City of Portland is the putting down of wooden blocks on Fourth street, from Jefferson to Burnside.

The contractors say the blocks will last 10 years. This is false. The City of San Francisco tried them and has discarded them forever. Every other city that has tried them is sorry for it. Portland has tried them. What is the result? The result is holes, ruts, rotten, disease-breeding, decaying wood all over the city.

Who has permitted such a state of affairs? The city authorities, of course, with the consent—under our idiotic law—of the property-owners. They have been hoodwinked for years and are being hoodwinked today on Fourth street.

The city has allowed the work to be started. No guarantee of its permanency can be enforced. The city authorities know this—the property-owners know it. Then the situation resolves itself into these facts:

The wooden street pavement, regardless of the slight saturation of tar and oil, is an utter failure.

Its life of usefulness is less than five years, and more frequently two years' time will see it in a state of dilapidation, with holes everywhere.

The carbolinum—a mixture of tar and oil—does not keep the water out of the pores of the wood. It does not go through and through the blocks, as the contractors claim. If it did, it would not be sufficient for any streets in Oregon, where it rains oftener than in California, and in that state the wooden blocks have proven a dismal failure.

The city can not enforce a law guaranteeing that the pavement will last 10 years or one year.

The pavement simply adds to the wretched condition of the street, and about the time the Exposition is held here, it will be in the condition that it is in today.

To the Avenarius Carbolinum Wood Preserving Company of Portland (Fisher, Thorsen & Co.) was awarded the contract for paving Fourth street from Jefferson to Burnside. This company claimed to have a remarkable substance with a staggering name which would cause wood rot to turn wearily away from these blocks of paving which were saturated with it. It was even whispered in certain quarters that the "sore," which works harder and works more persistently than the interest on a mortgage, would throw up its job if it brought its drilling apparatus into contact with a piece of wood treated with this compound for which the world has been waiting

through all the ages of time. It is false. The terebinth, the water and the sand injure it so badly that it is useless.

It has been lauded in the credulous eyes of mankind that wooden pavements treated with this substance were only second in the matter of endurance to those of stone. In fact, it was said that this was the only real thing. "One of the men of Fisher, Thorsen & Company who was supervising the job of removing the decayed pavement yesterday" on Fourth street between Alder and Washington, grew almost eloquent while descending on the virtues of his marvelous compound. It is remarkable in more ways than one. It appears as if it does not go for



ONE OF THE BLOCKS BEING PUT ON FOURTH STREET, FROM AN ACTUAL PHOTOGRAPH TAKEN EXPRESSLY FOR THE JOURNAL.

This photograph shows how "well" the carbolinum penetrates the wooden blocks. The white spot marks the part of the block not reached by the carbolinum at all.

This block was picked out at random and split open, and pronounced clear spot shown to be filled with sap, which, under the specifications, is required to be forced out.

Other blocks picked up have no evidence whatever of the carbolinum having permeated them.

naught, avenarius carbolinum is one of the biggest swindles of the century. It smells badly enough to be buried. The fact that it has not been may serve to remind the public of the notorious contract tied to it, and in that way, it will prove useful.

As one of the contractors stood happily contemplating the shoveling away of the old pavement, rotten and defunct, full of chuckholes, which is to be replaced with another lot which will be equally as bad in a year or two, he proved fairly ap-

found to be saturated clear through with the carbolinum." (At this he picked up a block and whittled off a corner. The fibre of the wood showed the stuff had weakly worked its way through in SPOTS ONLY. The contractor declared that in time it would go clear through. If it would not under a pressure of 110 pounds to the square inch, it did not seem clear how it could do so when there was no pressure at all. However, it must be so, because the contractor said so, and he is under bonds. What an imposition!

"Where does this carbolinum come from and what is it?" was asked. Tossing the block back into the grimy heap, the big contractor continued:

"It was invented in Germany by a German named Avenarius. That is why his name is attached to his invention. It is shipped to us from Hamburg and St. Petersburg by the way of Cape Horn. I don't know what it is made of. Nobody knows but the manufacturers. You might think that it had carbolitic acid in it from the sound of carbolinum, but it hasn't. It is a coal product."

The "Journal's" humble representative went away back to his down and hold his throbbing temples while he tried to get the odor of the avenarius "harpoon-bloom" or whatever it is out of his nostrils and to digest the information he had received.

The plans and specifications provide, among other things, that the contractor "shall repair the foundation (to the pavement) by bringing all low, broken or sunken places, to the proper sub-grade with concrete made of one part cement, three parts sand and six parts of broken rock." It is provided that the blocks are to be four inches wide, eight inches deep, set on end of grain.

It is presumed that the blocks have all been approved by the City Engineer, because the specifications say "that this must be done. The blocks must be placed in an air-tight chamber, where, by means of superheated steam, and the use of an air pump, all sap in the blocks must be vaporized and then removed."

The specifications say that the blocks must be submitted to a pressure of "at least 100 pounds per square inch" to force this compound with 10 syllables clear through it. Since one of the contractors declares that the blocks have had a 110-pound pressure, he should be given credit for the extra 10 pounds, even though the stuff hasn't had time to "work through" yet.

The specifications also provide that a cushion of sand shall be placed under the blocks an inch in depth to bring the surface of the blocks even with the established grade. Whether this is done (Continued on Second Page.)

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A FIGHT

Mob Violence Used by New Jersey Strikers.

(Scripps-McRae News Association.) PATERSON, N. J., April 22.—The striking dyers-helpers resorted to mob violence again today, when the attacked two silk mills and engaged in a pitched battle with the police.

Shots were exchanged and two policemen were badly wounded.

The strikers were forced back, but more trouble is expected.

TRANSFERRED TO PORTLAND

(Scripps-McRae News Association.) SALT LAKE, Utah, April 22.—Private advices received here are that Acting Traffic Manager T. M. Schumacher of the Oregon Short Line will have his jurisdiction extended to the Oregon Railroad & Navigation Company, with headquarters at Portland, as traffic manager of both lines.

Mr. Schumacher says he knows nothing "officially" of his appointment.

For several years he was general agent of the Union Pacific at San Francisco, and later vice president and general manager of the Continental Fruit Express Company.

EXTENSION

Sumpter Valley Railway Surveyors Began Work Today.

(Journal Special Service.) BAKER CITY, April 22.—The Sumpter Valley Railway surveying party left this morning for its upper camp. It is said that it will survey an extension of the Sumpter Valley Railway to Susanville. The right of way has already been secured.

REPRIMANDED

General Funston Instructed to Hold His Tongue.

WASHINGTON, April 22.—General Funston has been officially reprimanded by the President for saying, in a recent speech, that Senator Hoar was "afflicted with an overheated conscience."

The Kansas is also ordered to cease further public discussion of the Philippine question.

The following letter of reprimand was made public by the War Department this morning:

"I am directed by the President to instruct you that he wishes you to cease further discussion of the situation in the Philippines, and also to express his regret that you should make a Senator of the United States the object of public criticism or discussion."

"WM. CAREY SANGER, "Acting Secretary of War."

WRECK!

Bad Smashup on Branch of Northern Pacific.

(Scripps-McRae News Association.) SPOKANE, Wash., April 22.—A passenger train on the Central Washington branch of the Northern Pacific was wrecked near Cheney, 16 miles west of here, this morning.

The accident was due to a defective guard.

The baggage, express and two passenger coaches left the track.

The last two turned over and were badly smashed.

Neil Bowie, the 6-year-old son of John Bowie of Reardon, Wash., was killed, and his mother perhaps fatally injured.

C. J. Kellogg was hurt internally and may die.

The express messenger and three passengers were badly hurt, and 20 others were more or less bruised.

ADAMANT

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The Weather—Tonight and Thursday, partly cloudy; frost tonight.

Two Specials FOR THIS WEEK

NO. 1—The greatest value and largest assortment ever offered at the price. They are 25c HOSE, and we are giving them away at 12½c a pair.

NO. 2—A \$1 GOLF SHIRT, with separate collars and cuffs, in newest designs; warranted fast colors, for 65c. at

HENRY J. WHITE'S

Sole Agent for the KING Hat. 169 Third Street Between Morrison and Yamhill

BIG BUY

BAKER CITY, April 22.—The Baker City Gas & Electric Company was today purchased by J. J. Henry of Denver, who, with Engineer Orrin Allen of Boston, is here.

Henry owns light plants in Arizona, Wyoming, Nebraska and Colorado.

He has also secured an option on the Eagle Creek water power.

He says he will spend \$100,000 in improvements here.

WHEAT MARKET.

CHICAGO, April 22.—Wheat, 1160 1/2c. SAN FRANCISCO, April 22.—Wheat, 1150 1/2c.

BOERS SURPRISED.

(Scripps-McRae News Association.) BLOEMFONTEIN, April 22.—The British patrol today surprised a Boer laager at Kroodras, Orange River Colony. Five Boers were killed and 30 captured.

QUEEN OUT OF DANGER.

(Scripps-McRae News Association.) HET LOO, April 22.—It is now understood that the Queen is comfortably past the crisis.

SHAW APPOINTED.

City Engineer W. B. Chase has appointed Captain Shaw Inspector of the work of improving Fourth street, from Burnside to Jefferson, undertaken by the Carbolinum Wood Preserving Company.

A GRAND RECEPTION

(Journal Special Service.) BAKER CITY, April 22.—Great preparations are being made for Hon. George H. Chamberlain's reception here Friday.

The Young Men's Democratic Club has charge of the arrangements.

Mr. Chamberlain will be accompanied by all the nominees of the state Democratic ticket.

Broke His Ankle.

A horse attached to a Swan Island creamery company's delivery wagon became frightened at a passing fire engine at the corner of 110th and First streets and ran away. The team was driven by Clifford Ingham, a 17-year-old boy residing with his invalid mother in the old Northwest hotel, corner Front and Columbia streets, and after vainly trying to manage the frightened animal, was thrown out of the vehicle and run over, the wagon breaking his ankle. The injured boy was taken to the Good Samaritan hospital.

MANN & ABBOTT PRINTERS

22 SECOND STREET Between Stark and Oct

HANGED IN EFFIGY

(Scripps-McRae News Association.) SPOKANE, April 22.—Adjutant-General James A. Drain, of the Washington National Guard, was hung in effigy by members of Company K at the Armory last night.

He ordered the company mustered out of service last week, the next day, to make room for George Deher, a nephew of Senator Turner, to organize a new company.

Petitions in Bankruptcy.

Petitions in bankruptcy were filed in the office of the clerk of the United States Court today by Alexander McLean of Pendleton, with assets amounting to \$48 and with liabilities of \$200.64, and by E. W. McFarland of Portland, who owes \$30 and owns but \$10 worth of property.

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No Pain NO PLATES REQUIRED NO GAS

Full Set of Teeth \$5.00

Teeth extracted and filled absolutely without pain, but our best scientific method applied to the gums. No sleep-producing agents or novocain.

These are the only dental parlors in Portland that use the best of all the latest and most perfect methods and ingredients to extract, fill and study gold crowns and bridges, and crowns unobtainable from natural teeth, and guaranteed to last out the best part.

Hours, 8:30 to 8:00—Evening 6:30 to 9:00