THE HIGHWAY AND THE AUTOMOBILE

(Scientific American)

A serious problem which grows in importance every year is that of the relation of the automobile to the public highways. That the automobile is the most active of all agents in the breaking down of macadamized roads is a fact that has been long recognized by our State Engineers, and of late it has become so evident, that not even the most enthusiastic automobilist can deny that great damage is done. When a new stretch of macadamized roadway is thrown open to the public, it offers such strong attraction to automobile owners that, even in cases where its use involves a considerable detour as compared with shorter routes over roads of inferior quality, it is certain to become so popular with the rubber-tired vehicles that they will frequently constitute the majority of the traffic. The initial breaking down of the carefully-prepared surface is almost immediate. The so-called "suction" of the swiftly-revolving rubber tires picks up the finely-crushed binding material of the surface, and throws it to the rear, exposing the broken edges of the top course of macadam. These in their turn are broken down, ground into dust, picked up by the passing wheels, and carried by the wind into adjoining fields, or sifted upon the lawns and buildings of adjacent property. The process of disintegration goes on at a speed proportionate to the density of the traffic, until finally the heavy underlying foundation rock of the macadam is exposed. When this condition has been reached there is nothing for it but to practically rebuild the roadway, or at least the upper half of it. The destructive action of automobile traffic has been greatly intensified in recent years by the introduction of chains and other non-skidding devices, which are undoubtedly active agents in breaking down and pulverizing the surface dressing upon the upper, broken-stone layers of a macadamized road.

There are but two courses open in dealing with this perplexing and very serious problem. Either the automobile traffic must be restricted, or new and improved methods of road construction must be used. No one who seriously considers the matter believes, for a moment, that fines, heavy licenses, and restrictions as to speed, travel, or the use of non-skidding devices will fully meet the problem. Legislative restriction may modify the evil, but they cannot possibly eradicate it; and this for the reason that, as we have, shown above, the destructive effects of the automobile are inherent in that very feature of its construction—the pneumatic tire—which has made the automobile a possibility. A vehicle weighing from 1,200 to 3000 pounds, running at speeds of from 20 to 30 miles an hour on pneumatic tires, will break down, and very quickly break down the type of macadamized road of which we are building thousands of miles throughout this country. This is an indisputable fact; and no amount of legislative control can get rid of it.

Evidently, then, the only solution of the problem lies in constructing our highways with a view to meeting the exacting conditions of traffic which have arisen within the past ten years. We must build automobile highways; and since the automobile is by far the most frequent user of the State roads, this will be a perfectly logical thing to do. It is pretty well agreed that if some binding material can be found, which will shed the surface water of the winter, and prevent the surface dressing from grinding up into an impalpable dust in the summer, a long step will have been taken in securing a perfect road. The solution of the problem will be found, probably, in the use of some form of tar; although our experience in this country has shown that the mere coating of the surface with this material, unless the road itself has the proper strength and consistency, is not sufficient. In many cases the disintegration of the road still goes on, and because of the soiling effect of the tar, the dust and mud become even more objectional than before.

The material for the upper layers of the macadam road should be selected for its strength and binding qualities; should be carefully broken to size, and thoroughly rolled in. Too often the finished surface is not given sufficient crown to insure a quick shedding of the surface water. This is a feature that should be most carefully attended to. In tarring the finished road, care should be taken to give the tar sufficient time to get thoroughly set before the road is thrown open to traffic. This may be hastened by giving the tarred surface a thin coating of sand.

Finally, as we have frequently pointed out in this journal, our whole system of maintenance needs to be thoroughly revised. Our present methods of allowing a road to go to ruin, and then spreading a layer of so-called top dressing upon it, and calling this procedure a repair job, is simply barbarous. Eternal vigilance is as necessary in the upkeep of a modern highway as it is in that of a steam railroad track. Local indications of subsidence or wear should be immediately repaired. The constant day-by-day attention of a repair gang, scattered at wide intervals over a stretch of State highway, will keep the surface in first-class condition for many years. They will do successfully, and for far less cost, what the periodic and spasmodic repairs under our present systems of maintenance fail utterly to accomplish.

POETS WORK FOR OREGON

(Special Correspondence.)

Portland traveling men visiting different points throughout the Northwest register "500,000 in 1912." The idea was first adopted in advertising the Lewis & Clark Exposition, when everybody from Portland wrote after his signature "1905."

The good old air of "Heidelberg" has been transformed into an Oregon Booster Song that is very popular at smokers and dinners given under the auspices of the commercial organizations of the state. It is as follows:

OREGON, DEAR OREGON.

(Air—"Heidelberg")

Better than riches or worldly wealth,
Is life in a clime that's royal,
Teeming with happiness, hope and health,
And warmed by a sun benign;
Sweeter than pelf that is won by stealth,
Is building with citizens loyal;
So come, let us clink, but first let us drink
One toast with a brimming stein.
Here's to the state that knows no dearth,
Here's to the hopes that rise;
Here's to her sons, the best on earth,
Here's to her smiling skies;
Here's to her past so glorious,
Here's to her future great,
Here's to her ever victorious,
Here's to our own dear state.

Oh, Oregon, dear Oregon,
The state we love so well,
Where summer snows and beauteous rose
Deck mountain, hill and dell;
Where shimmering sheen and evergreen
Blend into heav'n above;
The thought of you, so old, so new,
E'er fill's our heart with love;
The thought of you, so staunch, so true,
E'er fills our hearts with love.

The Ways and Means Committee of the Oregon Good Roads Conference held a meeting in the rooms of the Portland Commercial Club last Saturday, and determined that an active campaign in behalf of Good Road should be conducted over the state.

The Salem Board of Trade's annual banquet last Friday night was an extraordinary success. Redoubled energy will be put behind their advertising campaign, which has proven so effective during the past year.

TEACHERS GIVEN BIG TIME

Teachers will begin to arrive in Walla Walla on the 4th. Joint County Programme covers the following days, 5th, 6th, and 7th. Then comes the Inland Empire Programme, 8th and 9th.

Traction Company is going to help things along by giving Teachers swing around the Loop and then out to State Line, and back. This takes place Friday, leaving Whitman College at 3:45 P. M.

Walla Walla Commercial Club entertains Wednesday night. The beautiful Club quarters will be thrown open to all. Fine speakers are booked, and refreshments will be served while musical programme is being carried out.

PROGRAM

9:00 A. M. Opening Exercises
9:25 A. M. Instruction—40 minutes
10:15 A. M. Recess.
10:30 A. M. Entertainment in Auditorium
10:45 A. M. Address
1:30 P. M. Opening Exercises
1:40 P. M. Instruction—40 minutes
2:20 P. M. Recess—15 minutes
2:35 P. M. Entertainment in Auditorium
3:50 P. M. Address

All persons teaching the Public Schools of Benton, Columbia, and Walla Walla Counties, must attend.

Meeting Monday and Tuesday will be held in Walla Walla High School Building.

Programme for Thursday will be in connection with Inland Empire Teachers' Association, and held in Whitman College Memorial Building.

LIST OF INSTRUCTORS

H. B. Dewey, Supt. of Public Instruction. W. G. Beach (History) State College. E. T. Mathes, Principal Bellingham Normal School. Miss Fannie Johnston, (Dean of Women) Cheney Normal. E. J. Klemme, Prin. Walla Walla High School. N. F. Coleman, Euglish, Whitman College.

Special music will be furnished by Whitman College Conservatory of Music.

RAILROAD FARES

All railroads leading to Walla Walla will make for the Joint Institute a rate of ½ fare for return trip to all those who have paid in coming a full fare not less than 50c, providing there are 1000 in attendance who have such full fare. To be entitled to this rate receipt must be secured from agent where ticket is perchased.

HOTEL RATES

All rates are on the European plan. Accomodations can be secured from 75c, $1.00, and upwards.

Following is a brief out-line of the Inland Empire Program for the 8th and 9th; April 8th, music; greeting by Pres. S. B. L. Penrose, Whitman College. Address G. A. Axline, Prin. Normal Scuool Albion Idaho. Talk by E. O. Sisson, University of Washington, "The Vital Problem of the School". "Shakespeare", address by Prof. I. M. Glen, University of Oregon. Discussion, W. E. Wilson, State Normal School, Ellensbu, Wash.

HIGH SCHOOL AND COLLEGE SECTION

The following Superintendents, Professors and Teachers will take part:

Prof. E. J. Saunders, State Normal School, Ellenaburg, Wash. Prof. R. R. Grant, Pomeroy; Prof. Robert Clark, State Normal School, Dillon, Montana; Supt. R. N. Wright, Lewiston, Idaho; J. A. Churchill, Supt. Baker City, Oregon; Prof. E. J. Klemme, Prin. Walla Walla High School.

GRADE SECTION

The following Superintendents and Teachers will speak: G. E. Harker, State Normal School, Cheney, Wash. L. F. Davies, School Board, Dayton, Wash. E. H. Van Patton, Schoolboard, Spokane Wash. D. C. Reed, North Yakima, Wash., W. R. Siders, Prof. Pocatello, Idaho., J. S. Laders, Pendleton, Oregon., W. A. Nichols, Colfax, Wash.

RURAL SECTION

Geo. Black, State Normal School, Lewiston, Idaho. N. D. Showalter, Supt. Whitman County, Colfax, Wash. Miss Fanny Johnston, State Normal School, Cheney, Wash., Miss Elizabeth McCoy, Supt. Garfield Co., Pomeroy, Wash. Frank K. Wellos, Supt. Umatilla County, Pendleton Oregon. Miles S. Reed, State Academy, Pocatello, Idaho.

PRIMARY SECTION

Miss Mary Frazee, State Normal School, Albion, Idaho. Miss Hale, College Place, Wash., Miss Edina Worden, Normal School, Weston, Oregon. Laura Jackson, Waitsburg, Wash. Miss Fanny Johnston, State Normal School, Cheney Wash., Miss Rozene Epple Pendleton Oregon.

FAIR NOTES

Seattle, April 2.—The Pacific Coast Sangerforbund has completed arrangements for the building of a magnificent specimen of the old viking ship of the early ninth century, and the model will be executed from the identical lines of the famous old viking ship unearthed in eighteen hundred and ninety, at Trondgem, Norway. The vessel is now well under way at the town of Bothell, Washington, and will be sailed down Lake Washington to the ground of the Alaska-Yukon-Pacific Exposition on August thirteenth, which day has been set aside as Norway Day by the exposition management.

Elaborate and magnificent ceremonies will follow the cruise of the historical craft, and the crew of oarsman who will propel the ship, will number seventy-five norsemen selected from the different Sangerforbund societies of the Pacific Coast. A beautiful and elaborate play, symbolical of the most picturesque period of the christain era will be enacted during the day, and the old norse viking of the time of King Harold, the Fair, will meet and win for a bride, the most beautiful queen selected from Norway's daughters of America.

Great care and discretion is being taken in regard to the costuming and and settings for the theatrical display, and the societies have secured what is probably the finest collection of ancient norse arms and armour that is in existence today. It has been decided that the most minute detail will be carried out with the greatest possible exactness, and the pageant will present a striking scene of the barbaric and daring splendors of the days when the viking was really a king, and wore his crown by right of his sword.

The most prominet and influential Norwegian citizens of the Pacific Coast have entered enthusiastically into the matter, and a fund sufficient to carry out the reproduction of the viking ship and pagentry in the most desirable manner has been subscribed and is being liberally expended in the furtherof the interesting event.

MEETING AT WALLA WALLA

OBJECT: To arouse a more general popular interest throughout the State and the Pacific Northwest in the movement for conservation of our natural resources.

PARTICIPANTS: Personal invitations will be sent especially to the following—Mayors of all towns, County Commissioners, Allied Associations, agricultural, horticultural, good roads, civic improvement, commercial, forestry, waterways, rod and gun, outing, park, mining, lumbering. All newspapers, Officers of interested Corporations, irrigation, power, lumber, transporation, Bankers, Colleges and high academies, Womens' Clubs, etc.,

Also to State officials, Legislators, Members of congress, Ex-Governors and Congressmen, State Commissions, etc.,

Also to Governors of adjoining States, Irrigation, Forestry, Mining, and like officials of neighboring states and British Columbia, National and state conservation commissioners, etc.,

Also all the larger farmers, fruit growers, irrigation men, etc.,

Also all representatives newspapers throughout the country.

PROGRAM: Subjects for discussion comprise—Extent of our Resources, Waste of our Resources, Conservation vs. Growth of Population, Conservation and Posterity, Waterways as a Resource, National Conservation Movement, Good Roads, Saving the Soil Fertility, Conservation is right Use, Conservation of Land by Irrigation, Power in our Waters, Teaching Conservation in the Schools, Reforestation, State Legislation, Scenery as an Asset, Forestry Protection, Storing the Flood Waters, Promotion of Nature Study, Public Parks, Local organization. Several of these general subjects of course, include many topics that may well suffice for separate papers.

SOMETHING ABOUT TYPEWRITERS

Why do so many people pay $100.00 for a typewriter when they can get one just as good for about $50.00?

We are agents for the GRADY REBUILT TYPEWRITERS and can furnish our customers with almost any machine they want. These are not second-hand machines but re-built. Webster defines the word "rebuilt"—"to build again"—and "repaired" as "mended".

These machines are sent to the Grady factory and every movable part is taken off and sold as junk, including the type bars. All bearings are replaced with new, the machine is re-enameled and re-nickled and few of the most expert can detect the difference. Many of the rebuilt machines are equipped with the latest improvements and are guaranteed to do first-class work.

Go over these prices and see whether you can do better. Remington, models 6 and 7, price $48 to $60. No. 2 Remington, $30. Each No. 2 Remington is equipped with two color ribbon permitting you to write in two colors. Smith Premier, No. 1, $35; No. 2, $45 to $60. Oliver No. 3, $50. Underwood No. 1 and 2, $55 to $75. We have the Monarch, Fox, Fox Visible, Densmore, Fay Sholes, New Century, Blickensderfer. The machines range in price from $20 to $75, just as good as new with a better guarantee.

Take one on three months trial and if not satisfactory all we ask is a small monthly rental for the use of the machine which will be applied on any other machine you may select.

Bring out the dignity of your business by using a typewriter, it is the modern way. How many letters do you receive from a business house not written on a typewriter? If you receive a letter from your wholesaler written in long hand the thought strikes you that he is not progressive and unsafe to deal with. That his goods are of an inferior grade and his price may be too high. If he does not use a typewriter he is not modern and his goods must evidently be out of date.

For Diseases of the Skin

Nearly all diseases of the skin such as eczema, tetter, salt rheum and barbers' itch, are characterized by an intense itching and smarting, which often makes life a burden and disturbs sleep and rest. Quick relief may be had by applying Chamberlain's Salve. It allays the itching and smarting almost instantly. Many cases have been cured by its use. For sale by City Drug Store.

Call up the Boss on the phone for vegetables or anything we carry and it will be delivered.

CUT FLOWERS

Cut Flowers, Funeral Remberances, Potted Plants and Bulbs. Phone 606 Medford Greenhouses. 25

Painting Season

There is no better time to paint your building than at the present time and you cannot get better paint than we use.

..DECORATING..

There is nothing that will add more to the appearance of a house or fence, than a new coat of paint. It is the foundation of all decorations.

PRESERVATIVE

Paint will not only add to the appearance of a building but will preserve the wood and prevent disease.

See

Chappell & Fick

The Boss has reduced the price on his fancy Chinaware.

WHILE IN MEDFORD

Call and see Mack in front of Wearle's for Chili Concarne and hot and cold lunch. Employment office in connection

MACK WILL GET YOU WORK

DR. T. T. SHAW
Dentist.
Office in Ryan Building, California St., Upftairs
JACKSONVILLE OREGON

For Paper Hanging

And Latest Styles of Wall Paper, Call on or Address

C. F. BOWMAN
Jacksonville, Oregon

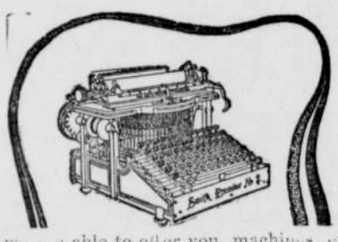
ICE CREAM *That Delicious Refreshing Dish*

What nicer dessert could you have for Sunday dinner?

W. C. DENEFF & COMPANY

WHY Pay $100 for a Typewriter?

Why Buy a Second-Hand Machine?



No Risk. Every Machine is Fully Guaranteed. Think it over

OUR GUARANTEE

We guarantee every machine we sell to give satisfaction, and will keep them in repair one year from date of sale, free of charge. We also guarantee them for two years against detrimental wear. This is better than you get with a new machine for $100.00.

Or a machine sold by a peddlar, that is a rule has outlived its usefulness, or it would not be offered for sale. The ordinary second hand typewriter is only temporarily repaired and is only short lived, while we are able to offer you machines entirely rebuilt, as good as new in every respect. A product of the largest factory of the kind in the world, employing only skilled mechanics. All our machines have all the wearing parts removed and new parts substituted. The bases and frames have been re-enameled and re-nickeled. They appear to be new and are as good as new. Apply at

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Express, Freight, General Delivery. Teaming to all Parts of the Country. Nothing too Heavy or too Light. Agents for Colestin Mineral Water.

JACKSONVILLE *OREGON*

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For Fine Wines, Liquors and Cigars.

DUNNINGTON & DENEFF, PROPRIETORS

Jacksonville, *Oregon*

Varnish! Varnish! Varnish!

A coat of varnish will improve the appearance of those old chairs, or the interior decorations. - - -

Anyone Can Varnish, Do it Yourself

If you want to change the appearance of your chairs treat them to a coat of varnish stain. It is cheap

Fred J. Fick, Contractor and Builder.

WHEN YOU ARE In Town Call On

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Northwest Corner Oregon and Main Streets

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He buys junk. Buys and sells all kinds of second hand goods. Also carries Whips, Harness Goods, DeBiller's Pliers, Baseball Goods, Bicycles. SHOE AND HARNESS REPAIRED