

MARSHFIELD'S STREET PAVING PROBLEM

C. A. Smith Writes Another Letter On Important Subject—Government Report On Wood Blocks.

Editor Coos Bay Times:

A day or two ago I wrote an article which was intended for publication if you considered it worth while and proper to have it inserted in The Times. This morning I am in receipt of a pamphlet issued by the U. S. Forest Service on wood paving in the United States, which I herewith enclose. In glancing over it very hurriedly I have marked parts on page 9. The Chicago illustration I watched myself with a great deal of interest from the time it was laid until the present time, and also and especially the asphalt blocks which are referred to. The wooden paving looks, so far as I am able to judge, almost as good today as it did when it was laid. The traffic on Michigan avenue in this locality is very heavy, especially light vehicles. I suppose there are as many vehicles passing over this street in front of the Auditorium Annex any ordinary day as there would be in a year on Front street in Marshfield, and for that matter, should not be surprised if there were many times more. The experiments quoted as being made in this city we are all watching with a great deal of interest. The Douglas fir did not receive fair treatment, I am told by several men who are in position to know. Without doubt, to make the best results the blocks should be creosoted and there should be a cement concrete foundation. This means a great deal of expense, especially as such treated blocks would probably have to be shipped in, as that small quantity needed would not warrant the construction of a creosoting plant. With this very excellent Port Orford cedar, which apparently is a most wonderful wood, in that it toughens and hardens with age and exposure, and considering the condition of the soil in Marshfield, and especially the filling on Front street, I should think even at the same cost as concrete and cement, it would really be preferable for a foundation, and without doubt such planking should cost a great deal less than concrete. I am satisfied that the ordinary fir blocks six inches long on cedar planking would make paving that would last for fifteen or twenty years, and possibly considerably longer, by replacing some blocks when showing signs of decay. I do sincerely hope that your struggling little city will profit by experiments of other cities which have been and are very costly. If the care of the streets in Marshfield was my own personal matter, from what I know and with my very best judgment, I would plank them for the present and whenever the city grows to any considerable extent and the values of the property would permit and the traffic demand, I would pave them with wooden blocks either fir or cedar, if fir, creosoted, if I felt I could afford it and such block laid on cedar plank. There is a human failing which prevails very generally, and that is a tendency toward extravagance when others pay the bills. It is very important indeed that this tendency should be guarded against at all times, and especially in a small growing community.

Yours truly,
C. A. SMITH.

The following is a copy of the extract on wood paving referred to by Mr. Smith in his letter:

Durability.

"There is in the United States almost no wood pavement of the modern kind which has yet been down long enough to show its durability. The values assigned by the engineers to durability are, therefore, based principally on general impressions and inference from European experience. There are, however, a few cases in the United States which offer pertinent evidence.

In Baltimore, Md., in the summer of 1901, there were laid several adjacent strips of experimental pavements, including sheet asphalt, creosoted wood and several kinds of

brick. After five years' service, and after passing through the great fire, the wood was in better condition than any of the others.

"In front of the Auditorium Hotel, on Michigan avenue, Chicago, is a creosoted longleaf pine pavement, laid in the year 1900. Adjoining it an area of asphalt block was laid at the same time. In 1905 the asphalt blocks were removed and replaced with wood. In the five years the asphalt had worn down on an average one inch, but very unevenly, so that ruts had formed and the blocks were badly rounded. The wooden blocks during this time had worn off only one-eighth of an inch, and the surface, except for a badly constructed gutter at one point, was still perfectly smooth and of even grade.

In 1902 the Metropolitan Street Railway Company, of New York City, decided to experiment with creosoted wooden blocks for paving between its tracks. A small area of longleaf pine was laid on Hudson street, the wood being flanked at either end by granite, the material hitherto used. At the point selected there is a heavy trucking traffic from the North river wharves, and the stresses on the pavement, where the trucks run with one wheel just outside the car rail, are so great that the granite begins to show a rut in six months, and is renewed almost annually. At the end of four years the wood, though showing a heavy rut, was still sound and in position and good for at least one more year. The granite on either side had been renewed three times during the four years."

OREGON'S ADMISSION DAY.

Will be Celebrated in Legislative Hall February 15, 1909.

PORTLAND, Ore., June 27.—People of Oregon, led by the legislature, in joint assembly and encouraged by speakers noted in the nation and honored in the state, will join in the semi-centennial celebration of admission day, February 15, 1909. On that day it is planned to have one of the most noteworthy gatherings in the history of the state assembled in the hall of representatives at Salem, where due honor and remembrance may be given to those who stood the brunt of the early struggles of the state and who stood shoulder to shoulder in placing Oregon's star on the national flag.

February 14, 1859, Oregon became a state in the union and the fiftieth anniversary of that date will fall on Sunday, February 14, 1909.

UNTIL ROSEBURG IS DRY.

Novel Sentence Imposed On Portland Offender.

PORTLAND, Ore., June 26.—Standing out as the most unique punishment ever imposed by Judge Cameron, W. M. Gorsline was ordered retained at the city jail until Roseburg, Ore., is declared "dry," July 1, when he will be released to move to that city with his family. Gorsline was accused by his wife of threatening to kill her, and is the husband and father from whom three children and their mother fled last Wednesday night to escape his drunken abuse. Yesterday at the city jail the Gorslines became reconciled, and the complaining wife and mother expressed a desire to withdraw the charge she had filed, but she underwent a change of heart in the night, and appeared this morning to prosecute. She is satisfied with the sentence imposed, and already has begun preparations to leave Portland for a prohibition town.

GET a good square at Mother's before the game, you will enjoy it all the more.

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COOS BAY IS GROWING FAST

Tying Up of Breakwater Brings Unusual Estimate From Portland as to Development Here

PORTLAND, June 26.—The Telegram says: "As near as it can be judged by those who have looked her over, it will take close to two months to make the necessary repairs to the Breakwater. The work to her will be done at San Francisco. The steamer is lying at her dock at the foot of Davis street.

"Fearing that with her off the route for an indefinite period, the facilities for making shipments to Coos Bay would not be adequate to handle the traffic, the local merchants induced the company to get another craft and maintain the service. William Baker, the Portland agent of the concern received word from headquarters that the shippers can rest easy, as the City of Panama will arrive shortly to look after the traffic.

"Less than two years ago one steamer was deemed all that was necessary to handle the commerce between Portland and Coos Bay. But now there are three coasters on that route, and each of them has been well patronized. The Alliance is the pioneer craft of the fleet. The third is the Eureka, which stops in at Coos Bay ports on both her up and down trips between Portland and Eureka. If the commerce continues to grow at the same rate it has in the past year, it will not be long until more tonnage will be required. The Alliance and Breakwater have been giving better than a weekly service.

"Mariners running in there say that few sections of the state have undergone more rapid development than the Coos Bay country. It is held to be due to railroad building, lumbering on a more extensive scale and the establishment of manufacturing plants at North Bend and other towns on the bay. The Smith sawmill, recently started, has a daily capacity equal to that of almost any other similar concern on the Pacific coast."

TROUBLE IN CURRY.

Wedderburn Men Have Trouble Over Card Game.

WEDDERBURN, Ore., June 26.—E. H. Meservey and Mr. Bagnell had a little altercation at a game of cards at the home of Mr. Lowrey last Sunday, resulting in a disagreeable contiguity arising between the geographical location of the latter's fist and the former's face. The impact left a laceration of the skin and scarred condition of the feelings. A settlement was effected by the contribution on the part of Bagnell, of twenty bucks, that being about the size of the hole in Mr. Meservey's face and the scar upon the dignity, peace and quiet of the community as seen by his honor, Judge Kreuger.

BUSINESS IS GOOD.

Corvallis Fruit Cannery Has Many Offers For Entire Product.

CORVALLIS, Ore., June 26.—The new fruit cannery, built recently in this city, is in full operation on a run of strawberries, and will continue in that line for the next two weeks. The berries are very fine, being in especially good condition, and as the plant is the most modern obtainable, the output is expected to be of especially high grade. Many offers have been received to take the whole product of the establishment. The cannery was built by a local stock company and its capital is fully paid up. As much large and small fruits have been set out in this vicinity, as a result of the new industry as had been planted altogether in 20 years before. The price paid for strawberries for canning purposes is four cents a pound. One man delivered 1440 boxes at the cannery Saturday.

HAVE you ever tried Mother's coffee? It's simply swell.

SPECIAL NOTICE TO ALL EAGLES

All Eagles of Marshfield, Coquille and Bandon are urgently requested to join in the special initiation ceremonies to be held at Ten Mile, July 4th, and also to notify the secretary, T. L. Owen, Marshfield, of their intention so that transportation may be provided. This is important.

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July 14	July 8
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