

NORTON'S RACE WAS IN VAIN

Marshfield Man Unable to Catch Fleeing Debtor in Curry County.

The Wedderburn Radium of last Thursday has the following story concerning M. H. Tuttle, the Plat B contractor whose mysterious departure has been mentioned heretofore in The Times:

"F. P. Norton of Marshfield, arrived in Sunday night, after having traveled the 64 miles between here and Bandon since that morning. Mr. Norton was in a hurry, as he was in pursuit of H. M. Tuttle, who was hiking for the California line with some property he had purchased from Norton which was not yet paid for. Tuttle had purchased at different times from Mr. Norton, two good teams of horses, harnesses and one wagon, paying a nominal amount in cash and agreeing to pay the rest in monthly installments. Some of the payments fell due on July 15th, but Tuttle had ostensibly departed for a camping trip to Sunset Bay, taking his family with him. Investigation showed that he had taken his household goods as well. Tuttle was a resident of Plat B in North Bend, and was engaged in erecting a two-story building for a business place in Plat B, but had run lumber bills and had paid his help in promises. Things seemed to have reached a climax in his financial matters and it was either pay or get out, and Tuttle flew as it were.

"But Mr. Tuttle had departed Sunday morning, quietly and without ostentation, towards the land of Dennis Kearney. Sheriff Tyler had taken Tuttle into custody and detained him as long as he thought himself justified in holding him, and then let him depart after a compromise had been effected whereby Norton's best team, two harnesses and Stewart's wagon were left behind as mementos of an exciting chase. With these to placate him, Tuttle believed Norton would be content and give up the hunt. But Mr. Norton was a determined man, and immediately started on after him when he learned of his departure. As he went farther and farther south, his determination began to eke out in large eyes, since he was nearing the California line and saw his journey was going to prove futile. He at last reached the summit of a high hill from whence a view far ahead could be obtained. No Tuttle in sight. Mr. Norton stopped. The day was hot. His prey had escaped. He mopped his perspiring brow. He then said a few things appropriate to the occasion and hit the backward trail.

"In speaking of the matter, Mr. Norton informed the Radium reporter that he was not loser to the amount of more than a hundred dollars, since he had received some payments on the team which Tuttle escaped with. The laws are rather peculiar about such matters and he was not satisfied he could bring any criminal charge against Tuttle successfully, as he had a contract for the property and Mr. Norton has a mortgage on a piece of real estate in North Bend, for which Tuttle has a warranty deed. Anyway he expressed himself as satisfied with regaining the best team, which is valued at \$300. No doubt Mr. Stewart will be more than satisfied with the expedition as well."

REAL ESTATE TRANSFERS

Daily Real Estate Report Furnished By Title Guarantee and Abstract Co. Henry Sengstacken, July 25, 1908.
L. J. Simpson et ux et al, to Geo. Schroeder, deed; lots 1 to 6, blk 25, Lakeside. Consideration, \$5.
L. J. Simpson et ux et al, to Eunice Schroeder, deed; lot 10, blk 20, Lakeside. Consideration, \$5.
July 27, 1908.
Dion E. Pearce et ux, to Eva L. Graham, deed; lots 8, 9, 10, 11, 12, blk 6, Edmonston's First addition to Marshfield. Consideration, \$750.
R. C. Holmes et ux, to M. M. Binford, deed; lot 1, blk 25, North Bend. Consideration, \$900.
L. M. Holmes & hus, to B. M. Binford, deed; lots 12 and 13, blk 74, Western addition to North Bend. Consideration, \$700.
K. I. Perky, trustee, to Mrs. C. L. Everest, deed; lots 27 and 28, blk 20, Boise addition to Marshfield. Consideration, \$400.
Simpson Lumber Company, to F. W. Wood et al, deed; lot 10 and S 20 ft. of lot 11, blk 15, North Bend. Consideration, \$5.

MORE CONTRIBUTIONS TO FUND FOR DREDGING

North Bend Increases Its Donation From \$1,325 to \$1,560—Revised List of Donors.

The fund for the operation of the government dredge on Coos Bay continues to grow, several good sized contributions being added lately. North Bend has increased its contribution from \$1,325, which was certified to the government by the Bank of Oregon to \$1,560. Some of the contributions were made last week but owing to the donors not having turned over the usual securities then, their contributions were not included in the list. F. W. Wood who has had charge of the raising of the funds there reports the North Bend contributions to date as follows:

Simpson Lumber Co.	\$800
Henry Hoeck	100
Idaho Addition	100
A. W. Myers	100
J. Virgil Pugh	100
Coos Bay Grocery Co.	100
J. G. Horn	25
Chas Eckhoff	25
J. A. Jacobson	25
North Bend Hardware and Supply Company	25
B. F. Wyatt	25
G. E. Horn	25
R. G. Gale	25
J. F. Bode	25
J. A. Ward	25
A. F. Johnson	15
Sasman & Forrest	10
J. T. McGuire	10
Total	\$1,560

BROKER IS ARRESTED.

Robert Eastman of New York, Held For Offense. (By Associated Press.) NEW YORK, Aug. 5.—The suspension of the firm of Eastman and Company, stock brokers, was announced on the floor of the Consolidated Stock Exchange today. Robert Eastman, head of the firm, was arrested in Chicago last night on the charge of presenting an overdraft for \$15,000 on the Mechanic's National bank.

LOVE SONG.

LOVE'S for youth and not for age,
E'en though age should wear a crown;
For the poet, not the sage;
Not the monarch, but the clown
Love's for peace and not for war,
E'en though war bring all renown,
For the violet, not the star;
For the meadow, not the town.
Love's for lads and love's for maids,
Courts a smile and flees a frown,
Love's for love, and snuggles
Love loves most when love has flown.
Love a cruel tyrant is,
Slays his victims with a glance,
Straight recovers with a kiss,
But to slay again, perchance.
Wouldst thou know where love doth bide?
Whence his sharpest arrows fly?
In a dimple love may hide,
Or the ambush of an eye.
Wert thou clad in triple mail
In a desert far apart,
Not a whit would this avail,
Love would find and pierce thy heart.
—Thomas Nelson Page

PUSSY WILLOWS.

UP on a branch that hangs over the stream
Tiny brown cradles are swinging,
Tiny gray kits lie within a-dream,
Soothed by southern winds' singing.
DOWN sunny slopes sparkle remnants of snow,
Glimpses of brown earth revealing,
Forth from some nook which the warm breeze know
Breath of arbutus comes stealing.
TULTING aloft on the elm's topmost spray,
Just a wee speck in the glory,
Rapturous bluebird, in tune with the day,
Trills forth hope's exquisite story.
AFTER awhile, when the heart of the woods
Thrills in the sunshiny weather,
Then will the kits don their tiny spring hoods,
Each with its bright golden feather.
—Mary E. Killies

THE BRIGHT, SWEET WAY.

FOR all the storm and the trouble,
For all the hope and fear,
To a rosy land
Still hand in hand
Let us walk the bright way, dear.
OVER the hills the sunshine,
And the sky is bending clear—
Out of the strife
To a glad, sweet life
Let us walk the bright way, dear.
WHAT is a little sorrow
And what a falling tear?
The storm will cease,
There'll be joy and peace,
Going the bright way, dear.
—Atlanta Constitution

JUDGE NOT.

IN men whom men condemn as ill
I find as much of goodness still;
In men whom men pronounce divine
I find so much of sin and blot,
I hesitate to draw a line
Between the two, where God has not.
—Joquin Miller

THE PRIME OF LIFE.

JUST as I thought I was growing old,
Ready to sit in my easy chair,
To watch the world with a heart
Given to it,
And smile at a folly I would not share,
Rose came by with a smile for me,
And I am thinking that forty year
Isn't the age that it seems to be,
When two pretty brown eyes are near.
Bliss me, of life it is just the prime,
A fact that I hope she will understand,
And forty years is a perfect rhyme
To dark to-wis eyes and a pretty hand,
These gray hairs are by chance, you see,
Boys are sometimes gray, I am told,
Rose came by with a smile for me,
Just as I thought I was getting old.
—Walter Leland

OIL IN ROAD BUILDING

How Petroleum Is Used on Top of a Macadam Bed.

A FINE SURFACE OBTAINED.

Better Than Asphalt, Does Not Crack and Lump—Rolling Must Not Be Done in Wet Weather or When Ground is Soft.

The old system of "oiling roads and streets" is clearly a flat failure except for a moderate improvement of some of the worst thoroughfares. The new system of "making roads with oil" is proving a success whenever proper methods are pursued.

The oil and natural soil no longer go where real results are wanted. The use of the heavy ten to eleven gravity petroleum has become quite general. Its superiority has been well demonstrated, but there is a wide difference between different oils of this gravity and with the same amount of asphaltum. Some of that sold is well nigh useless, although it is unquestionably of the specified gravity and contains the required percentage of asphalt. The oil must possess the adhesive quality and be able to bind the rock and asphaltum together—in other words, the necessary petroleum.

The best roads are undoubtedly the macadamized highways found in older sections. The building of such thoroughfares with the use of oil on the surface to form a top dressing and



ROAD READY FOR OILING.

present a surface like asphalt pavement is just in its infancy in southern California, says the Los Angeles Times. In Pasadena there are a number of streets of this kind, notably Madison avenue, prepared at a cost of 12 cents per square foot and with a depth of seven inches of foundation. Blocks of this street are scarcely distinguishable from asphalt paving. There are others similar, but some are not equal to this. At the same time they are superior to those prepared in the old way.

The new method of macadamizing and oiling as laid down in a set of specifications used for a number of streets may be outlined substantially as follows: For the foundation grading is done by the removal of all earth, stone, loose rock, cement, shale, hardpan, etc., to a depth of seven inches below the intended finished surface and to a further depth of two feet below the subgrade whenever mud, sand or other soil material is encountered, the space to be refilled with good earth or gravel. The whole is rolled with a roller of not less than twelve tons in weight until the surface is unyielding, all depressions made by the roller being filled up and rolled again. All portions that cannot be reached by the roller must be done in wet weather or when the ground is soft and muddy. This subgrade must be checked by the street superintendent before proceeding with work.

On this grade a bottom course of macadam is laid consisting of stone not exceeding three inches in diameter and not less than one and a half inches. This layer will be five inches in thickness and is rolled with a twelve ton steam roller until the stone ceases to sink under the roller or to creep in front of it.

A top course of stone between three-fourths of an inch and an inch and a half in diameter will cover this to a depth of two inches and will be rolled as before after a first coating of oil (one-half a gallon to the square yard) is applied evenly so as to saturate the entire top layer. Then all voids are filled in with rock screenings of the same material as the macadam not exceeding three-quarters of an inch in diameter, with a top dressing of the same material laid to the depth of half an inch, after which there is given a second coating of oil to the same amount as before and the whole rolled and tamped until no evidence of the oil remains on the surface except as shown in the color of the screenings. Sharp sand is to be sprinkled wherever any oil remains to absorb it. These specifications provide that oil shall be of 10 to 11 gravity, with 80 per cent asphaltum at 80 penetration and with not more than 2 per cent water.

The Pacific Electric and Los Angeles Interurban railways are using this method on their rights of way in Pasadena, Long Beach and one or two other points. It is said to be better than the use of asphalt, as it gives with the pressure of the rails under weight of cars and can be taken up and replaced without difficulty. It does not crack and lump, as does the asphalt. It is hard to tell it from the latter, sometimes impossible, for the average person. In Long Beach the result has been very good.

New Road Machine. C. A. Baldwin of Pasadena, Cal., is experimenting with a new machine, built on the principle of a disk plow, for the purpose of keeping oiled roads in condition.

FINANCIAL

STRENGTH

in a bank lies, first, in the ability and experience of its officers, "The men behind the gun;" second, its board of directors who advise with and direct the officers; and third, the Capital.

LIBERALITY—In a bank is its willingness to furnish funds to depositors to assist them in carrying on their legitimate business. Our motto is:

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Phone 1681.

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