

# GOOD ROADS IN CALIFORNIA

(Continued from Page Seven.)

pavement before the proper time had elapsed.

To test the strength of the 4-inch concrete base, a test was made on a portion of the highway near Fresno, where the concrete was 35 days old and before any wearing surface was applied. Before the test was made the earth was removed under the concrete for a width of two feet and a distance of 4 feet from the edge back. The test was made with a ten-ton roller in which 1-3 of the load is on each rear wheel, the wheels being 20 inches wide. In the first test the roller was run along the concrete, its rear wheel passing over the unsupported concrete 12 inches clear of the edge of the pavement. The second test was the same as the first except that the wheel was 6 inches from the edge of the pavement. The third roller was stopped and started with the rear wheel on the unsupported concrete 6 inches from the edge of the pavement.

There was no noticeable effect on the concrete in any of the tests.

In the fourth test the wheel was passed over the unsupported concrete with its side even with the edge of the pavement, and in the fifth it was made to pass over a block of wood 2x4x8 inches laid flatwise 12 inches from the edge of the pavement and lengthwise of the road. A slight deflection was noticed in the fourth and fifth tests as the roller passed over the opening, but the concrete regained its original position immediately after the passing of the roller. Assuming the weight on the block of wood was 3 1-3 tons, (probably about 4 tons as the roller was loaded with water and wood), the load in the fifth test was equivalent to 1,661 tons per inch of width of bearing which would be the same as a wagon with 4 wheels with 4-inch tires carrying a load of 13 tons equally distributed over the four wheels. The heaviest load likely to pass over the road is a 20-ton traction engine. Assuming that the two rear wheels carry 2-3 of the weight, each wheel would carry 13-300 pounds, and if the wheels are only 24 inches wide, the weight per inch of bearing surface would be 550 pounds per inch. Thus the weight used in the test was more than three times a great per inch of width of tire as the heaviest load likely to pass over it. As a final test the block of wood was moved within 6 inches of the edge of the pavement, so that when the roller wheel run up on it it overhung the edge of the pavement about 2 inches. In this position the combined weight and the shock due to running the roller onto the block cracked the pavement.

A large portion of the highway has not been covered with the wearing surface yet, but the engineer told me that the Commission was at present contemplating the purchase of four spraying plants, with the intention of applying the wearing surface themselves instead of by contract, as has been done in the past, claiming that they could do it cheaper and be absolutely sure of a good job, as this is a very particular operation. These plants will cost about \$20,000 apiece, but they are something that the Commission will have to have anyway to maintain the wearing surface after the roads are built.

The life of the wearing surface is not at all certain, but depends upon the manner in which it is applied, and the quality of the oil. I saw some portions that were flaking off already after a use of less than a year, but this was on the condemned portions before referred to, while I inspected other portions that have been in use nearly a year and from a close inspection, seem to be just as good as when applied when the road was constructed.

Portions of the highway have been subjected to the most severe climatic conditions that have occurred in California in half a century, being twice inundated by flood waters during the present winter, and, as far as one can see, appear to be in the same condition as before, with the exception that in some places the earth shoulders have been washed away, leaving the edges of the concrete exposed and unsupported.

The Commission has established a laboratory for testing all material that go to make the road and any material that does not come up to their standard is rejected.

In conclusion I wish to say that I took great pains to enquire into and examine into all of the elements of construction, and spared myself no expense in examining the different portions of the road, and my judgment is that we would make no mistake in adopting a similar type of construction for our own roads, as I think that the knowledge gained in California by actual experience in the most modern methods of road construction should be of great benefit to us or any other community.

The highway engineer in charge is acknowledged to be one of the best highway engineers in the world, and in this great undertaking I think the state is to be congratulated upon the acquisition of such a man.

Respectfully submitted,

A. N. GOULD,

County Surveyor, Coos County, Oregon. Dated March 4, 1914.

## TWENTY YEARS AS JUSTICE.

WASHINGTON, D. C., March 13.—Chief Justice White is receiving congratulations on the twentieth anniversary of his service on the bench. He was appointed March 12, 1894 by President Cleveland, after two other selections had proven unsatisfactory to the Senate.

## History of Standard Time

THEN

Just thirty years ago today, the United States Congress first officially recognized the present system of Standard Time by adopting it for the District of Columbia. The first to propose that time should be governed by meridians one hour apart is said to have been Charles F. Dowd, principal of a young women's school at Saratoga, N. Y., who sketched numerous schemes prior to 1882. The plan taken up by the railroads the following year, however, was drawn by William F. Allen, secretary of the General Time Convention. Previously there had been so many different standards of time in the United States that a traveler's watch had to be reset some fifty times in a trip across the continent if he desired to be correct. For years it had been said the problem was past solution.

Now.

Today all clocks all over the United States are ticking off the seconds almost in perfect unison. Some thirty nations have followed the lead taken by the United States by computing standard time by meridians one hour apart. In this country a score of time balls are dropped precisely at noon in the principal Atlantic, Pacific, Gulf and Lake ports by electric signal from the United States Naval Observatory at Washington, where three standard clocks are regularly set by star sights and meridian transit instruments. The difference in official clocks over 3000 miles apart is seldom more than two-tenths of a second. Astronomers the world over are striving to be still more precise as to time signals and hope soon to be able to flash instantaneous signals around the world by wireless.

## LOVE AND MARRIAGE IS A DUET NOT A CHORUS

(Special to The Times.)

NEW YORK, March 12.—"Engaged folk and newlyweds should accept only 'absent treatment' from solicitous 'torturers of Cupid,' and be guided by their own hearts," declares Frank Craven. "Love and marriage are a duet, not a chorus; and relatives of the couple should not interfere."

"When a young man gets engaged, the people who know him, even the members of his own family, usually smile and say, 'Oh, well, he's let himself in for this and he can just look out for himself.' But when a young woman announces her engagement, every one sighs, 'Poor girl! I wonder what I can do for her.' And if every one doesn't 'do for her' and her contemplated marriage, it's not through lack of effort."

"They are all on the job with torture weapons. Lovers' quarrels are like those of children. Left alone, they will kiss and make friends. Parents often make mistakes when they do choose the life partner of their child; the wise mother will train her sons and daughters in the right ideals of married life, and will not interfere," concluded Mr. Craven.

### ANNOUNCEMENT

I have filed by intention as candidate for renomination for office of County Commissioner on Republican ticket.

GEO. J. ARMSTRONG,  
Present Incumbent.

### CANCER VACCINE IS A POSSIBLE CURE

NEW YORK, March 12.—Cancer patients may find hope in the work of Dr. Well, assistant director of the cancer laboratories of Cornell Medical School, and chief of the cancer research work at General Memorial Hospital. Patients he has treated at the latter institution have shown a remarkable improvement. These cases have been treated by a cancer vaccine, and this at present seems to be the most rational and hopeful procedure. Dr. Well described the various methods of research now being carried on throughout the world in the great effort to find the cause and effect a cure for this dread disease.

"The end and aim of all our research," said Dr. Well, "is to elucidate the difference between the biological peculiarities of cancer tissue and normal tissue. The outposts of the citadel have been almost conquered and it would seem that we are just beginning to get a view of the interior."

Libby COAL. The kind YOU have ALWAYS USED. Phone 72. Pacific Livery and Transfer Company.

BAND DANCE MARCH 17.

LIBRARY CONCERT Sunday.

BAND DANCE MARCH 17.



## CHINESE INFLUENCE NOTED IN TRIMMINGS FOR AFTERNOON GOWNS

If you would be strictly up to the mark tack an egret or bit of ostrich feather to the back of the bodice of your evening gown and let it wave gracefully above your head. Outline your tunic or the hem of your skirt with aligrets or bits of ostrich. They are doing this in Paris. It is promised for the coming season that feathers of this description will take the place of fur for trimming purposes. Marabout aligrets dyed to match the frock and tiny ostrich tips will trim the skirt as well as the chapeau.

For afternoon frocks borders and motifs wrought out in wooden beads or colored pearls will be popular. These are curious, but if wisely chosen are very chic and effective.

Dark tints are more or less favored for day-time wear.

One of the most favored silks is taf-

feta, in a quality as soft and supple as the old fashioned taffeta was stiff and hard.

No. 8153 is developed in a mossy green taffeta trimmed with a conventional border design worked out in silver thread and colored wooden beads. This design is well suited to a border trimming or a bordered material.

To copy this frock in size 36 it requires 4 3/4 yards of 36 inch material.

The costume shown in 8113-7857 is a Russian design made up in taffetas, striped and plain.

This design may be made in size 36 with 3 yards of 36 inch material for the blouse (8113) and 5 1/4 yards of 36 inch material for the skirt (7857).

No. 8153—sizes 34 to 46.  
No. 8113—sizes 34 to 44.  
No. 7857—sizes 22 to 30.  
Each pattern 15 cents.

To obtain either pattern illustrated fill out this coupon and enclose 15 cents in stamps or coin. Be sure to state number of pattern and size, measuring over the fullest part of the bust. Address Pattern Department, care of this paper.

No. .... Size .....  
Name .....  
Address .....

## Why Do You "House-Clean?"

Why tear up the house and bear the discomfort and annoyance of house-cleaning. If you could remove all the dust and dirt daily, you wouldn't have to house-clean, would you?

With the ELECTRIC VACUUM CLEANER you can REALLY clean, and do it quickly and easily. You can get dirt from upholstery and draperies, from behind radiators and other inaccessible places that can't be touched by the broom. Save your strength and health—get an Electric Vacuum Cleaner today.

For Sale by the

## Oregon Power Co.

Second and Central

SAN DIEGO EXPOSITION  
ALL 1915 — SAN DIEGO, CALIFORNIA.

TYPEWRITERS—All standard makes, sold on easy payments, new and rebuilt. Fox, Underwood, Remington, Royal, Oliver, L. C. Smith, and Smith Premier, for rent or exchange. Cleaning, repairing or new platens, work guaranteed. Ribbons and carbon paper delivered. Phone us your order. Phone 44. Alliance office.

## We Are Growing

Just arrived, a nice new line of ladies shirtwaists, children's wash dresses, gingham, percales, ripple, curtain scrim, silkolene, galatea, towels and toweling, boys' waists, boys' overalls, hosiery, etc., etc. See them. We usually sell for a little less.

## Smith's Variety Store NORTH BEND

## Inter-Ocean Transportation Co.

Semi-weekly service Coos Bay and San Francisco.

## S. S. Redondo

Equipped with wireless and submarine bell. Passengers and freight.

Sails Sunday, March 15, at 12 o'clock noon, for San Francisco, San Pedro and San Diego.

## S. S. NANN SMITH

Equipped with wireless and submarine bell. Passengers and freight.

Will sail from Coos Bay for San Francisco Saturday, March 14, at 11 p. m., from Smith mill dock.

San Francisco office, Greenwich street pier No. 23. and 600 Fife bldg.

Coos Bay agent, C. F. McGeorge, Phone 44.

EQUIPPED WITH WIRELESS.

## Steamship Breakwater

ALWAYS ON TIME.

Sails from Marshfield March 14th, 11 a. m.; March 21st, 7:00 a. m.; March 28th, 11:30 a. m.; April 4th, 1 p. m.; April 11th, 10 a. m.; April 18th, 1 p. m.; April 25th, 10 a. m.; April 30th, 1 p. m.

Sails from Portland March 18th, 25th, 8 a. m.; April 1st, 8th, 15th, 22nd, 28th, 8 a. m.

Tickets on sale to all Eastern points and information as to routes and rates cheerfully furnished.

Phone 427-L.

H. J. MOHR, Agent

## S. S. ALLIANCE

EQUIPPED WITH WIRELESS

SAILS FOR PORTLAND FROM MARSHFIELD

SATURDAY, MARCH 14, AT 12 NOON

ROUND TRIP, \$18.50.

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