

# WHAT SHALL THE PAVEMENT BE?

## REQUISITES OF BEST PAVEMENT—ITS GREAT BENEFIT TO PROPERTY.

Paving is the salvation of any street. It enhances the value of abutting property, establishes permanent grades, and makes possible improvements of permanent character. In the residence portions of the city, where paving has been done, greater changes for the better are always noticed. Property-owners are stimulated to improve their places. New residences spring up where worthless shells of houses stood before. Trees are planted and parks are made to the curb lines. Properties are improved and kept in repair until in some cases the entire appearance of the street is altered. Take, for example, any of the paved streets in our city. Contrast the condition of the property along these streets with the condition before the paving was put in. The change in almost every case has been little less than wonderful. Paving not only improves the streets, but it builds up the city.

The street paving of the city is in a large measure responsible for the great residence improvement made in the city in the past several years. There should be no hesitancy on the part of the property-owners in joining the ranks of the petitioners for the improvement along their street. The cost of the improvement is many times looked upon as a burden and a hardship, but another view shows that it brings advantages and changes of value to the property, not possible without it.

If it pays to pave a street, it pays best to pave it well.

Better put down a good pavement in the beginning than a cheaply constructed pavement that won't last. The natural tendency of a property-owner is to favor a pavement that will not cost much. This is a short-sighted policy. A first-class pavement on an imperishable foundation is the best investment you've got the foundation there for repaving at little cost.

Besides, a first-class pavement makes a first-class street. A cheap pavement makes a cheap street. If you want your property improved, get the best improvement. You'll get your money back many times over.

The best pavement is that which best possesses the following advantages:

1. Durability and low cost of maintenance.
2. Ease of thorough repair.
3. Ease of traction.
4. Noiselessness.
5. Healthfulness.
6. Economy in cleaning.
7. Beauty.
8. Low first cost.

Nothing means quite so much for your pocket, your pride, or your purpose as the character of your street. Hence keep in mind the advantages just named; study them over and you will find that they contain "all the law and all the gospel" of street paving.

of the surface has disappeared, and the blocks have worn bottle-shaped or worked out of place, it becomes the dirtiest, slipperiest, noisiest and most unsanitary kind of pavement. And in this condition, which takes place within a few years after the pavement is laid, it is an eyesore, a menace to the horse, and a terror to those who have to live or do business on the street by reason of the roar and clangor of traffic passing on it.

Wooden block pavements, the edges of the rectangular blocks soon wear off, making practically a corduroy road, and after five or six years cease to be pavements. The wood block pavements of London and Paris are laid on heavy concrete foundations, often from 3 to 12 inches thick, and the blocks are made as perfect as possible, thoroughly cross-cut and laid in hot tar or asphalt, tightly compressed together. They are laid to a very smooth surface, and as soon as the blocks show any signs of weakness they are replaced by others.

The first cost of this pavement is great, and repairs are constantly required at heavy expense. They are frequently sprinkled with gravel to lessen slipperiness, and with water for cleaning purposes. The result is that the pavement is seldom or never dry, and always slippery and dirty. A cross-cut block pavement is objectionable because of its slipperiness and its sickening odor, and as it becomes older it becomes noisier and roars. Wood blocks are, in the first place, unsanitary, and in the second place unequal to heavy traffic. Where wood pavements have existed for a few years any one may, by removing a block, find on the bottom a settlement of putrid matter, the nests of disease germs. As to wearing power, owing to natural peculiarities in different towns, two blocks can be said to wear alike. The edges round off, the blocks "groove" up, and the pavement becomes more or less rough within a few years.

Brick is a pavement that varies in merit in various parts of the country. In some of the middle states small communities use it exclusively, and in many of the cities it is preferred for side streets or for streets where there is no teaming and no great amount of traffic. The sections where brick is popular are generally those where brick manufacturing is numerous and where the brick can be laid cheaply. When, however, it comes to the larger cities, where street traffic is heavy, and where concrete foundations are insisted upon, brick has little or no standing as a pavement against asphalt or granite. No two burnings of brick are alike, and the bricks vary in density and fiber; and no "filler" or "bed" can be used to prevent the water from soaking through, and prevent the edges from chipping. Then there is trouble in providing for expansion; the sun's rays expand the brick and push out the curbing, or lifts the pavement from its bed; and this creates an air chamber below the pavement that causes an aggravating roaring, similar to that caused by the passage of a wagon over a bridge. Even as a sidewalk brick has almost entirely given way to cement.

For the past 50 years experiments have been made with coal tar as a paving material, but never with any success. Hundreds of thousands of dollars have been spent in exploiting the theories of coal tar advocates and every possible form of this kind of pavement has been tried, with the invariable result of loss to the property-owner and the experience of Portland, Ontario, Canada, with this form of pavement has attracted attention. Two methods have been used: (1) The broken stone is mixed with sufficient tar more or less nearly to fill the voids, and then the mixture is deposited and compacted, the



ASPHALT PAVEMENT. ALDER STREET, LOOKING WEST FROM PARK STREET.

process being very much the same as that employed in laying hydraulic cement concrete; or (2) the broken stone is laid and rolled, and then a layer of tar is added and rolled, the intention being to force the tar into the interstices of the broken stone much as the stone dust binder is worked into a broken stone road. The product in the first case could appropriately be called tar concrete, and in the second tar macadam; substantially the same as methods employed in making asphalt macadam.

Obviously tar concrete and tar macadam are suitable only for comparatively light traffic roads, and are more appropriately compared with ordinary broken-stone roads than with asphalt pavements. It is hardly probable that tar macadam will come into anything like general use, either for country roads or for city streets.

**Asphalt Pavements.**

"The perfect pavement—that is, a pavement that will not wear out, that is smooth without ever becoming slippery, that is never uneven, that gives off no noise, and that is not expensive—has not yet been developed. It is generally agreed, however, that when such a pavement is perfected it will be along the lines of the sheet asphalt pavement (called "sheet" because of its surface).

Asphalt pavements in this country have been in existence for less than 30 years—in fact, since the telephone came into use. There has been a constant bettering of this kind of pavement, as there has been a gradual improvement toward the point of perfection of the telephone, the telegraph, the automobile and the sewing machine. The highest-priced talent has been and is now engaged in

economically cleaned. When washed, all disease germs are carried away by the sewers. A city can be thus entirely freed from any danger of disease bred from the putrid matter held in the interstices of the best jointed pavement. The economy of cleaning asphalt holds the advantage. It has a clean, unbroken surface, over which power sweepers may be sent and all the dirt and dust gathered up. It can be cleaned in the daytime most economically by the police system. Under the system known as "White Wings" New York keeps its asphalt pavement so that one can walk across the street at any point without incurring the least stain. This, too, at a cost much less than that upon any form of jointed pavement. In the average city the cost of sprinkling alone will almost take care of the cleaning of asphalt, as well as to sprinkle the street two or three times a day lightly, which is all that is necessary.

In point of beauty it must be acknowledged that an asphalt pavement adds more to the attractiveness of a street than any other pavement which is laid, and that it is an attractiveness which continues. The color is pleasant to the eye, and it is such as to set off best the lawns and trees and houses with which the street may be lined. In a business street asphalt adds to the architectural beauty and general appearance of a city more than any other pavement. Asphalt streets have a direct influence upon the people. Most men take pride in keeping their homes neat and trim and having a lawn, but there are a great many who are content to allow their places run to go backward than forward. The minute that such a horse strikes an asphalt pavement he becomes sure that his footing is to be the same every time he puts one of his feet down, and therefore travels more easily, with less restraint and no fear.

An asphalt pavement during its entire life is less noisy than any other pavement that can be laid. The only noise which comes from it is the click of the horse's shoes, and this in ordinary weather is less sharp than on any other hard surface pavement. Even creosoted block, when it becomes rough, as it is bound to do in time, makes a pavement upon which not only the sound of the striking shoe is heard, but in addition thereto the rattle of the vehicles as they pass over the rough surface.

**Healthful and Beautiful.**

Asphalt is the most sanitary and healthful pavement laid. Look to the many petitions of physicians to pave with asphalt about hospitals, and the evidence of the late Colonel Waring, which is in itself sufficient to convince any man of this advantage of asphalt. It is impervious to moisture, bacteria and vermin. It presents a smooth, unbroken surface to which nothing can cling, and it is easily, thoroughly and

completely eliminated. A horse becomes used to the surface over which he travels as easily as a man. When once used to an asphalt pavement, he travels over it day and night with the same sureness of foothold as a man does over a perfectly-laid cement sidewalk. He is not obliged to feel his way. This is an especial advantage of asphalt when horses are highly checked and cannot see the surface over which they are traveling. The minute that such a horse strikes an asphalt pavement he becomes sure that his footing is to be the same every time he puts one of his feet down, and therefore travels more easily, with less restraint and no fear.

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### HORTICULTURE IS OF VAST GROWTH

REMARKABLE GROWING MADE IN STATE—PROGRESSION ALONG LINES THAT INSURE SUCCESS—CLIMATE AND SOIL AGREEABLE TO ANY EXPERIMENT.

OREGON'S fruit crop this year was worth \$2,432,000.

This shows a remarkable gain over the previous year when the crop was worth \$2,232,000.

Every year the fruit crop of the state is growing larger. It is growing better and each additional 365 days it becomes much better known to the world.

In the entire world there is nothing to compare with the glorious world-famed apples as grown in this state, and in the foreign markets this fruit brings at least a third more than that of the fruits of our neighboring states.

Oregon strawberries, large, rich and juicy, are remarkable and cause wonderment among Easterners who are so fortunate to get samples of the fruit in its fresh state.

As a prune-growing section there has not been found up to this time a locality superior to Oregon, and year by year it is making steady gains on its competitors for the trade of the prune-exporting world.

Year by year the Oregon fruit growers make additional improvement in the quality of the fruits and that they are amply repaid for their trouble is easily seen by the prices obtained in comparison with fruits of other states.

Good-packed apples are known all over the world as coming from Oregon and an article in a San Francisco paper several

Pears	64,000
Peaches	40,000
Prunes, boxes	25,000
Apples, cured	10,000
Peaches, cured	15,000
Small fruits	60,000
<b>Totals for year</b>	<b>\$537,000</b>
<b>Fourth District.</b>	
1903—	
Apples	116,000
Pears	25,000
Peaches	20,000
Prunes	10,000
Plums	10,000
Cherries	10,000
Strawberries, grapes, apricots, etc.	25,000
<b>Total for year</b>	<b>\$350,000</b>
1902—	
Apples, boxes	250,000
Crab apples, boxes	1,500
Pears, boxes	25,000
Prunes, boxes	65,000
Apricots, boxes	2,000
Nectarines, boxes	300
Cherries, tons	65
Pears, tons	750
Plums, tons	200
Currants, tons	2
Gooseberries, tons	65,000
Strawberries, crates	65,000
<b>Total for year</b>	<b>\$350,000</b>
1901—	
Apples	150,000
Prunes	20,000
Pears	25,000
Grapes	25,000
Peaches	10,000
<b>Totals for year</b>	<b>\$495,000</b>
<b>Second District.</b>	
1903—	
Prunes	335,000
Cherries	15,000
Apples	12,000
Small fruits	175,000
<b>Totals for year</b>	<b>\$672,000</b>
1902—	
Apples	100,000
Prunes	200,000
Pears	5,000
Cherries	10,000
Small fruits	100,000
<b>Total for year</b>	<b>\$445,000</b>
<b>Third District.</b>	
1903—	
Apples	275,000
Pears	100,000
Prunes	210,000
Peaches	55,000
<b>Totals for year</b>	<b>\$640,000</b>
1902—	
Apples	330,000

months ago spoke of this fact and said that it was hard to do so but California growers would have to take off their hats to the fruit men of Oregon when it comes to the art of packing.

Oregon is divided into five fruit districts, in charge of each is a commissioner, appointed by the board of horticulture. The various districts comprise the following counties:

First district—W. H. Newell, Dilley, commissioner, Multnomah, Clackamas, Yamhill, Washington, Columbia, Clatsop, and Tillamook counties.

Second district—Charles A. Park, Salem, commissioner, Lincoln, Marion, Polk, Benton and Lane counties.

Third district—A. H. Carlson, Jackson Pass, commissioner, Douglas, Jackson, Klamath, Josephine, Coos, Curry and Lake counties.

Fourth district—R. H. Weber, The Dalles, Morrow, Wasco, Gilliam, Crook and Sherman counties.

Fifth district—Judd Ger, Cove, Umatilla, Union, Baker, Wallowa, Malheur, Grant and Harney counties.

District at large—E. L. Smith, Hood River.

Senior officers of the board of horticulture are: President, E. L. Smith; treasurer, L. T. Reynolds; secretary, George H. Lamerson.

According to Secretary Lamerson the commissioners of the various districts reported the fruits of their sections as follows:

## SEVENTEEN

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### PROHIBITION PARTY TO HOLD CONVENTION

(Journal Special Service.)

Chicago, Ill., Dec. 16.—Pursuant to the call of Chairman Oliver W. Stewart, the members of the Prohibition National Committee went into session at the Auditorium hotel this morning for the purpose of deciding upon the date and place for holding the party's national convention next year. The national party always draws a large crowd and as a consequence the convention is sought by many cities. It is an open fight this year with more than half a dozen cities among the contestants. Chicago, of course, is regarded as a strong competitor, and St. Louis is another city that is frequently mentioned as a likely meeting place for the prohibitionists. There appears, however, to be a strong sentiment among the committeemen in favor of holding the convention in some smaller city. The supporters of this idea argue that if the prohibitionists meet in the same city as either the Republicans or Democrats they will be obliged to take second place and will not receive as much attention as they would if the convention were held elsewhere. There are a number of smaller and well located cities bidding for the convention and if the sentiment against Chicago and St. Louis prevails the field for the choice of a suitable meeting place still remains. Among the cities mentioned, and all of which have delegations on hand urging their claims, are Indianapolis, Columbus, Detroit, Kansas City and Minneapolis. Baltimore and Buffalo also are in the race, but some of the committeemen oppose their claims on the ground that the selection of a city more centrally located would be more to the interests of the party.

Talks with leading prohibitionists in attendance at the meeting indicate that the party intends to put up a strong race in the next presidential campaign. The last election showed losses for the party in several of their former strongholds, but it is claimed that these have been more than counterbalanced by the strong temperance sentiment lately developed in Texas and several other states. No mention of possible candidates is heard. Following the established custom the party probably will name a Western man for president and an Eastern man as his running mate on the ticket. Long campaigns have been

the rule of the prohibitionists, the party being the first in the field with their ticket. Following this custom the national convention probably will be held in March or April of next year, which will be at least a month in advance of the national conventions of the Social Democrats or other minor parties.

**QUEER AND HAZY TIMES.**

(Journal Special Service.)

Pacific University, Dec. 17.—Ex-Governor T. T. Geer addressed an appreciative audience in Marsh hall last night. Mr. Geer spoke of the history of early Oregon settlements and legislation and commented at some length upon the conditions prevalent in those times. He made his subject interesting and instructive. Miss Maud Shannon favored the audience with a vocal solo before the lecture began.

**Giving Away Music.**

And cutting prices in two a Wright's Music House, see half page advertisement in this issue.

### NO PAIN HERE

THE BOSTON DENTISTS MADE MY NICE TEETH

These are the only Dentists in Portland having the late botanical discovery to apply to the gums for EXTRACTING THE BRICKS AND LIME ABSOLUTELY WITHOUT PAIN and guaranteed for ten years.

Our offices have been established in the United States for twenty-one years.

We are the largest dental concern in the world.

### TEETH WITHOUT PAIN

These prices for good work are possible to us—we do so much of it:

- Silver Fillings..... 50c
- Gold Fillings, pure..... \$1.00
- Gold Crowns..... \$3.00
- Full Set Teeth..... \$35.00
- Bridge Work..... \$35.00

We tell exactly what your work will cost by free examination. Our work gives satisfaction, comfort and natural expression.

Crown and bridge work of the best at lowest prices is our specialty. NO PAIN. Our name alone is a guarantee that your work will be of the best. Lady attendant always present.

### Boston Painless Dentists

FIFTH AND MORRISON STS.

Opposite Meier & Frank Co. Entrance 201 1/2 Morrison.

Hours—8:30 a. m. to 6 p. m. Saturdays, 9 p. m. Sundays till 1 p. m.

### RHEUMATISM

Kidney, Stomach and Nervous Troubles are positively cured with Oil of Eden and Sweet Spirits of Eden.

They are not cheap remedies, but infallible. You will buy the lot. Sold by all first-class druggists.

Completely cured after fifteen years of suffering, and expected to be a cripple for life.

Cal. Co-op. Medical Co., Gentlemen: I had the bone in my leg from the knee to the ankle badly bruised from a heavy hammer coming from the handle. I caught cold in it and had a fever. I had the leg cut open and the bone cut out. The wound was closed and healed, but I suffered for fifteen years with severe rheumatism in the leg and ankle. I was finally induced to use Oil of Eden, which I did, and can truthfully say the use of Oil of Eden caused at least two teaspoonfuls of poisonous matter and corruption to come to the surface through the pores of the skin, and am completely cured. I feel as good as new and the leg was using Oil of Eden not to despair, but to use it for a few days, and if the flesh grew more stiff for two or three days and commence again and continue in this way until no more matter comes to the surface. When this has been done, the disease will be cured. I have used Oil of Eden will have no more effect on your flesh than olive oil.

Oil of Eden is a most wonderful remedy and capable of benefiting and curing thousands of people for what it is recommended. I can't speak enough praise for it, and strongly recommend it to all sufferers for any dormant condition of the body, such as Rheumatism, Wens, Gout, Colic, Bruised and hardened spots, etc.

GEO. C. FOSTER.  
Placerville, Cal., July 15, 1903.

### DON'T BUY A GASOLINE ENGINE

UNTIL YOU HAVE SEEN OUR ENGINES AND GOT OUR PRICES

We give a written guarantee with every engine for one year, and we are right here to back it up. Patronize the manufacturer by buying from the manufacturers.

**A. J. GILL & CO.**  
230 and 232 Oak St., Portland, Or.

### Standard Typewriters

Rented and sold. Largest house on coast. Rubber Stamps, Seals, etc. Coast Agency Co., 221 Stark Street.

### Christmas Sale Musical Goods

LOWEST PRICES FOR THE NEXT TEN DAYS

Store open evenings. Call and see the big bargains.

**MANDOLINS, GUITARS VIOLINS, ZITHERS ACCORDEONS**

Cor. Sixth and Alder Sts.  
Phone Main 2046  
**BARTLETT & PALMER**

### "I Can't Go"

I've such a terrible headache, need never be said again. Dr. Miles' Antirheumatic, and no more prevent headache and all bodily pain. No opiates, non-laxative, never sold in bulk. Guaranteed. All druggists. 25 doses 25 cents.

DR. MILES' MEDICAL CO., Elkhart, Ind.

### REMOVING OBSTACLES.

The dipper dredge No. 1, operated by the government, has been moved from Swan Island to Coon Island, where she will remove the old reversion just below the mouth of the Willamette river. A short distance above her the dredge Columbia is at work widening the channel.

### SHE CURED THE BOY

WARDNER, Idaho, Nov. 15, 1903.—This is to certify that my young son was stricken with a severe attack of inflammation of the bowels, so that his life was despaired of. In our distress we called in Mrs. J. W. Gilstrap, and she cured him in ten treatments and not a particle of medicine was used. She controlled his mind and thereby completely healed him.

**MRS. JOSE BAGGETT.**

### MRS. GILSTRAP is a DRUGLESS DOCTOR

She is one of those so rapidly coming to the front these days. Cured herself after the best physicians had given her up to die. She gave the subject great thought, then entered the school and graduated with highest honors. She is an adept in the treatment of all human afflictions, ESPECIALLY those of women and the awful pain of rheumatism. She is PERFECT in her work. She does it well.

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**MRS. JOSE BAGGETT.**

212 Alamy Building, Third and Morrison.

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