

HAS NOTHING TO LEARN HE SAYS

Logan Waller Page, Director of Public Roads, Says United States Leads Europe in Highway Building—Need of Good Roads.

(Special Dispatch to The Journal.)

Washington, Nov. 28.—Logan Waller Page, director of the office of public roads of the United States department of agriculture, who was named by President Roosevelt as head of the American commission to the recent international roads congress at Paris, returned to Washington a few days since, firm in the belief that in some of the more scientific branches of highway construction the United States has nothing to learn from the older nations, though he was willing to concede that those countries surpass this to an amazing degree in the percentage of improved mileage and in the jealous care with which their splendid highways are maintained.

Among the many things which especially impressed Mr. Page during this European trip were the methods for regulating automobile traffic in France and England; the belief of a majority of the delegates to the roads congress that the automobile running at average speed is not detrimental to highways; the discovery that many miles of very satisfactory highways in England have been constructed by mixing limestone and granite after the methods set forth in publications issued through the United States office of public roads, and the amusing discussion now being carried on by English automobilists against horse traffic in city streets and upon suburban highways.

Credit to America. It is his belief that from the congress itself at least one big result will flow—and credit for that must go to America. On a suggestion by Mr. Page, it was determined to create an international bureau of roads, similar in some respects to the international bureau of navigation. This body will consist of two or more delegates from each of the 23 governments represented at the congress. Its purpose will be the collecting of all possible information on road work, the passing on it by a committee of experts, and its distribution throughout the world.

The ultimate benefits of so far reaching a move cannot now be estimated, but the world will some day carry a heavy debt of gratitude to the government whose highway representatives conceived the thought of such a bureau, and brought to its support the delegates of every civilized country on the globe.

Credit must go to Mr. Page for the proposed erection of a memorial to M. Tressagnet, the great French highway engineer who was the originator of the modern French system of road maintenance, and who began the building of the incomparable system of highways that

COMPLETE OFFICIAL FIGURES ON OREGON'S VOTE FOR PRESIDENT

Table with columns for REPUBLICAN, DEMOCRATIC, PROHIBITION, SOCIALIST, INDEPENDENCE and sub-columns for candidates. Rows list counties from Baker to Yamhill, plus a Totals row.

Taft's plurality, 24,482; Taft's majority in state, 14,072.

has made France famous as a road-building nation. The resolution to that effect was introduced by Mr. Page and unanimously adopted; the secretary general being empowered to receive contributions with which to carry out its provisions.

France in Lead. Asked what plans France had made for the visitors, Mr. Page said that he had been amazed at the manner in which the republic had planned for the comfort and the entertainment of the delegates.

Among the functions was an elaborate reception at the Elysee palace, where the national delegates were received by President Fallieres. The sessions of the congress were held in a vast auditorium at the Sorbonne, the various sections meeting in rooms especially furnished for their comfort and convenience at the Salles du Jeu de Paume in a corner of the beautiful garden of the Tuilleries.

Besides the official reception at Elysee palace, there was a special theatrical entertainment given at which a famous French actress recited a poem specially written for the occasion; a reception at the palace of the minister of public works; another at the magnificent Hotel de Ville; side excursions to Fontainebleau and Nice; and a luncheon at the beautiful palace at Versailles.

This latter function was of special interest to many Americans, because of the historical associations lingering about the magnificent palace. The luncheon was served in the superb orange room, and when the delegates, to the number of over 750, had taken seats, the fountains which form the great decorative features of the superb apartments, were set playing, a tribute by France to the visitors, for it is only on rare occasions that the water is turned into this chain of basins.

Impressive Reception. At the reception at the Hotel de Ville the visitors were also treated to scenes

of splendor foreign to American ideas of simplicity. A regiment of the picturesque uniformed Chasseurs of the French army were detailed to stand at attention, one on either end of every step of the grand marble staircase down which the delegates passed; and thence in double rows to the state dining-rooms and grand salons. Grating and impressive as were these examples of almost royal hospitality, the chairman of the American delegation found more of interest in the perfection of the system of roads with which the republic is provided, and the systematic method of maintaining them to the highest degree of efficiency. He was told that on the magnificent road leading from Paris to Versailles 5000 automobiles pass either way on each fine day, but he noted that it was in such perfect condition that it was practically as dustless as the carefully swept asphalt street of a large city.

No better macadam roads are built in France than can be and are built in this country, but the maintaining of these roads is attended to with the utmost care, and for that reason the highways are invariably in such splendid condition that they excite the envy of American visitors.

Roads of England.

Prior to his arrival at Paris, Mr. Page spent some days in England in the company of some of the famous highway engineers of the empire, examining roads throughout England. It is his belief that England has arrived as near to the solution of dustless roads—the present day problem of all highway engineers—as any nation. Her engineers have given the use of bituminous materials for spraying macadam roads the utmost thought and care. Spraying highways with such materials after science has been called to the aid of the highway builder, has a tendency to preserve the solidity of the roads and prevent the formation of dust, and England has made such progress in this branch of road study that many miles

of suburban roads are as free from the disease-breeding dust nuisance as the best kept streets of the principal cities of the world.

So firm are the highway scientists in the demand that these conditions not merely maintain but improve, that the first fight against the horse has been taken up by the automobilists.

When the motor car began to come into use, the teaming interests of the world were strong. They berated the automobile in unmeasured terms, said that it was a menace to the public and to the horse; that it endangered life and limb; in fact, advanced every argument against it that from time immemorial has been advanced against the advent of every great invention or civilization influence.

Pack Saddle Days.

In the early days of the American republic the pack saddle men fought bitterly against the advent of the wagon. They desired it would make possible the carrying of heavier loads and the consequent ruining of the pack saddle industry; the wagon men fought the stage coach on the theory that it would facilitate traffic and throw wagon men out of work; the stage coach men battled against the railroads on the theory that the running of steam cars would drive out the stage coach driver, and each in turn was forced to make way.

The fight of the horse-car men against the trolley car is remembered by all. The claim was then made that 2,000,000 horses would be thrown out of work and that horsebreeders would starve. The trolley is wellnigh universal, and yet more horsees are raised each year than the year before and they bring better prices.

The horse interests have ever fought the automobile. There have been thousands of columns of argument published against it, and short-sighted men have advocated such heavy taxation against it that a great and an ever growing industry would have been sadly hampered

had half the unwise legislation planned been put into execution.

Motor Car Aids.

Now highway experts aided by a powerful association of London and its suburbs have turned like the trodden worm and started an attack on the horse.

The claim they advance is that the polluting of all public thoroughfares is done, not by automobilists but by horses; that if no horses were allowed to drop organic matter on public thoroughfares, the dust nuisance would soon be naught but an unpleasant memory. They advance the logical statement that the nuisance created by hundreds of thousands of horses is detrimental to public health and a menace to the pavements, and they charge that the continual cleaning of the streets because of this traffic imposes a vast and an unjust tax upon the citizens.

It was a source of great gratification to the American chairman to be frankly told in both France and England that this nation has stepped ahead of both those nations in the testing of materials for building macadam roads. Various experiments conducted by the office of public roads have developed the fact that it is possible in road building to obtain a better bonded surface by mixing rocks, such as limestones, with silicious rocks, such as granite or sandstone.

That discovery—embodied in publications sent out through the United States department of agriculture—had been adopted by some of the British highway engineers, and while in England Mr. Page was driven over a number of stretches of splendid highway built by the blending of such material, and was commended by those who built them.

Samples of Road Rock.

In conjunction with that phase of highway construction, Mr. Page was asked if it would be possible for his office to receive about 300 samples of the characteristic road building rocks

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of Great Britain and make laboratory tests of them. It was specifically stated in the official invitation sent from France many months ago that the congress at Paris was called for the purpose of discussing the effect of automobile traffic upon public highways and if deemed detrimental to devise means of overcoming the effect. Asked what conclusion was reached by the congress, Mr. Page said that automobile traffic and its effect was very thoroughly discussed and that many brilliant papers were presented, every phase of the question being treated of. As it was impossible to arrive at a unanimous conclusion, the question of damage done was left for a later determination. It was the consensus of opinion, however, that automobiles driven at ordinary rates of speed are not especially harmful to good highways.

Mr. Page was especially impressed by the laws regulating automobile traffic in practically all portions of France and England. Unlike the laws prevailing in nearly every section of this country, the motor car restrictions of those countries are framed for the purpose of stopping reckless driving and the officers responsible for their enforcement are not restricted as are American officials.

No speed limit provisions are incorporated in the laws of France or England. If in the judgment of an officer, a motor car driver is reckless, even if proceeding at less than eight miles an hour, he is subject to arrest. If on the other hand he is proceeding at express speed on a broad thoroughfare, free from other traffic, and is not endangering the lives of the property of others, he is well within his rights and may not be interfered with.

MICE SET FIRE THEN GIVE ALARM Los Angeles, Nov. 27.—Having set fire to the house by gnawing matches, mice, by their squeals, gave the alarm to the owner, T. J. Sepulveda, and enabled him to save his property. The mice were cremated before the blaze had been extinguished. Sepulveda was in the front of the house when the squeals of the mice in the kitchen aroused him. He found the fire burning fiercely in the closet where matches had been stored. The fire department was called and the flames quenched with a loss to the building of only \$200.

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