

FINE ROADS ABROAD.

American Experts Point Out Superiority of Foreign Highways.

THREE THINGS TO REMEMBER

Selection of Routes, Proper Maintenance and Adaptation of Construction to Traffic Are Essential, Say Delegates to International Road Congress.

Three of the American delegates to the first international road congress recently held in Paris, France, arrived in New York the other day. All from Seattle, Wash., they are Samuel Hill, president of the Washington Good Roads association; R. H. Thomson, city engineer of Seattle, and Samuel C. Lancaster, professor of highway engineering, University of Washington. Soon after their arrival they united in a statement to the New York Herald regarding the results of the road congress.

Road builders from all parts of the world were present at the conference, twenty-nine countries being represented. There were twenty delegates from the United States.

A remarkable exhibition in connection with the road congress was a display of samples of road surfaces. With the question of the dust raised by motor cars and the bad surfaces of roads so much in evidence, this exhibit was particularly interesting.

The statement of Messrs. Hill, Thomson and Lancaster is as follows:

"Personal observations made in France, Germany and Belgium, Holland and England have served to show in a striking manner the back-

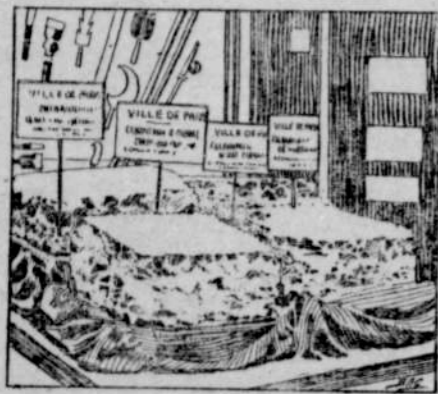


EXHIBIT OF ROAD SURFACES AT INTERNATIONAL HIGHWAY CONGRESS.

wardness of our own country in almost every phase of road construction and maintenance.

"Widely differing conditions render comparisons difficult, yet a study of the roads of these countries, the high state of intensive agriculture noted everywhere, with the resultant beauty of the surrounding landscape, proves most interesting and instructive. They furnish a lesson which America cannot afford to ignore.

"The law of gravitation is universal. The question of gradient applies alike to every road in every country. The traffic to be handled, differing as it does in quantity and character, demands a way over which it can be moved. To do this at a minimum of cost, considering both the surface of the road and the means of conveyance, is the problem. The road must be differently adapted to meet varying conditions. In other words, the traffic must be suited to the road or the road to the traffic.

"Experience and observation are the best teachers. In the opinion of those whose views are herein expressed the attention of the American public should be directed primarily to three things in road construction, namely:

"First.—The selection of the route should be made with reference to gradient, alignment, character of soil, drainage and general adaptability for road purposes.

"Second.—In construction the character of the traffic to be borne, the accessibility and cost of material should be carefully studied. The road best suited for horses differs in character from that best adapted to motor vehicles, and wherever possible different ways should be provided for different kinds of traffic on the same route. In America, where for years to come earth roads will form a large proportion of our highways, much future expense may be saved by planning these ways so that when a portion of the road is metalled an earth road may still be had at one side, thus relieving the metal surface of considerable traffic during certain seasons of the year.

"Third.—Too much stress cannot be laid on the importance of the proper maintenance of our highways. No road is ever finished. Traffic begins to pound and wear away a road before construction is completed. Maintenance must begin on the very day the road is opened for traffic and continue without ceasing throughout the years to come.

"Two of the best specimens of roads seen were in England. In the vicinity of Nottingham we passed for more than a hundred miles over roads built by E. Purnell Hooley which were as nearly perfect as it seems possible to make them. In the environs of London we rode for an equal distance over roads which were well built, the surface of which had been treated under the direction of Sir Herbert Pread. All of these roads carried heavy traffic, including automobiles and traction engines, yet they were perfectly smooth and free from dust. They exemplified in a startling degree the effect of careful construction and constant maintenance, 'where a stitch in time saves nine' as opposed to the laissez faire of some of the leading thoroughfares of our own country as well as around the French capital.

"The first international road congress was productive of great good; the second international congress, which will be held in Brussels two years hence, promises greater things."

Danger in Dust.
Nine horses that were employed on gravel road construction in Hamilton county, Ind., died from the effects of breathing dust.

TAR WATERPROOF ROADS.

Expert Approves Binding Material For Stone Metaling.

In an article summing up the work of the international roads congress recently held in Paris a contributor to Nature, the leading English scientific weekly, says:

"On a matter of common interest—that is, the substitution of tar or bituminous binding material in place of the water hitherto used to consolidate and hold together the road material—the congress practically gave a unanimous answer. This was to the effect that if the tar be put on in the correct quantity, and this quantity the smallest required to hold the individual stones of the road metal firmly in position, so that they never roll or move in relation to one another, and their upper surfaces are allowed to wear themselves bare of tar, it is not difficult to obtain at moderate expense a waterproof road which will be practically dustless and which need not be slippery.

"It appears certain also that the annual cost will be considerably less than the cost of the existing water bound roads.

"It may be here remarked that, owing to the cautiousness and hence the reticence of some of the most important of our road authorities, the true position of England, which now possesses the greatest lengths of carefully waterproofed roads of any country in the world, was not put forward so much as might have been the case.

"It was interesting to converse with American engineers, who on account of the importance of road development in America are studying this question very closely, and to hear from them how much more they could learn by visiting our English roads than anywhere in France, at any rate near the capital."

GOOD ROADS AS MONEY SAVER

Lay Sermon by Curtis Hill on Gospel of Better Highways.

Curtis Hill, the state highway engineer, is sending to the people of Missouri pamphlets for spreading the gospel of good roads. Here is a copy:

"It is right that people should fear a heavy tax rate and should prevent taxes from becoming exorbitant. A certain amount of taxes, however, is necessary to provide for public institutions and to improve the country. A low tax rate does not necessarily mean a public saving. Not the amount of money spent, but the judicious expenditure of it, should be our position.

"Road improvement should keep abreast with the growth of the state. No one internal improvement is more essential to the prosperity and advancement of the state than good highways. One reason the roads are not improved is because the people fear they cannot afford it.

"It must, however, be borne in mind that no road official, no matter how efficient he may be, can build roads without funds. Permit me to quote from a letter of one of our county highway engineers: 'We have some very attractive scenery in our county, but the only safe way to see it is in an old fashioned farm wagon or by airship. When I first came to this county I could not understand why people with such good road material at hand had no better roads. This was twenty-five years ago, and at present the roads are worse than they were then. The reason is plain from the following figures: Total mileage of roads, about 2,000; road fund, \$1,994.75, not quite \$1 a mile for road maintenance.'"

The Dust Problem.

After highways have been once well tarred spraying on alternate years is said to keep them in good order.

Dustless roads as the remedy for the dust nuisance has appealed to Belgians so forcefully that they are talking of making quite a number of them.

The Royal Automobile Club of England will during the winter devote the most of its energies to a study of the dust problem.

All the experiments abroad have gone to show that it will be a problem of road rather than car construction that will finally solve the dust question.

Three years' experiments on the Lincoln park system of Chicago have shown that the best road, so far as a dustless condition and wearing surface are concerned, is one made of a limestone foundation, with a lightly rolled torpedo sand top dressing.

Good Roads School.

Georgia's State College of Agriculture will hold a good roads school in January. Commissioners of all the counties and all persons interested will be invited to attend a five days' session at Athens, Ga., when a number of road building experts will deliver lectures during each morning. The afternoons will be taken up in inspections of roads in the vicinity. During the session a United States government expert will build a mile of road according to methods approved by the bureau of roads. Manufacturers have been invited to make exhibits of machinery.

Tarring of Roads.

Road tarring is becoming a habit in the automobile districts of England. The old method of applying with hand brushes is now being abandoned in favor of the use of an apparatus which is nothing more or less than a giant air brush. The tar is in a large tank, and two men pump air into it, while a third goes about the road with a pipe having four outlets through which the air throws the tar in fine spray. This rapidly and thoroughly coats the road. Sand is then sprinkled, and the dust is laid for good.

Humor and Philosophy

By DUNCAN M. SMITH

CASE FOR THE POLICE.

If vivisection is a crime
I'd like to make complaint
About a lady that I know
Who seems to be a saint.
To see her you would never guess
She practiced such an art.
But she is guilty. I should know.
She stole holes in my heart.

What punishment does she deserve?
Well, I can hardly tell.
I wouldn't like to have to see
Her languish in a cell.
A fine would hardly be the thing.
For I am well aware
She needs her money and has not
A single cent to spare.

Sometimes I think that in her case
No mercy should be shown;
That she should in restraint be placed
And to the law atone.
Then for a moment I relent
And feel somewhat inclined
To let her off that she may have
A chance to change her mind.

Still, there should be some punishment
Sufficient, don't you know.
It would not do to let a crime
Like that unnoticed go.
If I could only have my way
I'd sentence her for life
To let me buy her food and clothes—
In short, to be my wife.

Not For Him.

"Do you favor an income tax by the government?"

"Me?"

"Yes."

"Not on your life."

"Because my income is already taxed to the uttermost by my wife."

Was a Sufferer.

"Do you suppose Santa Claus understands French?"

"I presume so."

"Then I wish he would read the Paris papers."

"What for?"

"To get some modern ideas on neckties."

Concerning Christmas Presents.

Fatherman, with much advantage to his pocket-book, slyly conceal three pairs of his Christmas slippers until next season, when he can earn a reputation for thoughtfulness by making three of his brothers down country happy by bestowing a pair upon each.

A Premium.

"Where did Minnie get her new husband?"

"Picked him up in town."

"How did she manage it?"

"Looks to me like one she might have got with trading stamps."

Disillusionized.

And now a cynic comes to say
That Cleopatra was a jay
And that she made her ancient mash
Because she had some ready cash.

Mark Antony, 'twas not her smile
That made you disregard expenses.
You have been guilty all this while
Of false pretenses.

Wise Hostler.

"Bill is eternally brushing off the horses when there is nothing else to do. He is a model of industry."

"Trying to curry favor with the boss."

PERT PARAGRAPHS.

It isn't so dreadfully hard to restrain your temper if you are dead sure that indulging it will cost you your job.

One reason why some people never talk scandal is because they never know any.

Probably money talks, but somehow it must have a small audience, for the majority of us never hear it.

WHY I SAVED MORE LIVES THAN THE SALVATION ARMY



Cultivate your patience; you will need it to bear you up while he is narrating the story of his latest achievement.

You can buy some people, but you have to keep others on a salary list order to get any action on your money.

Cutting the acquaintance of the inevitable may relieve one's feelings, but that is the only good it will do.

The way of the reformer is undoubtedly hard. Perhaps that is the reason he sometimes consents to take a lubricant.

English Walnuts

I am agent for Brooks & Sons of Carlton, Ore. for their celebrated English Walnut trees. This firm is the only English Walnut importers in the state.

B. L. HURST.

City Transfer

All kinds of draying and transferring FOR SALE—mill wood from Cody's mill \$2.00 per load. Coal sold and delivered at lowest prices. J. Jenkins, Prop.

Notice of Street Improvement

Notice is hereby given, That, at a regular meeting of the Common Council of the City of Bandon, Coos county, Oregon, held on the 27th day of February, 1909, an order was made by such council and so entered in the Journal of its proceedings, that Atwater street be improved, by planking same for the full width thereof, and by constructing a sidewalk on both sides thereof, from Homer Street to Columbia avenue. That such improvement be similar in specifications and material to the present new bridge on said portion of said street, and that such proposed improvements be for the purpose of filling the said portion of said street full width, and this notice is published pursuant to Sec. 57 of the City Charter, for the first time upon Thursday the 4th day of March, 1909, and for the third and last time on Thursday, the 18th day of March, 1909.

Notice is further given that unless a written remonstrance be made and filed with the City Recorder on or before twenty (20) days from the first publication of said notice, and such remonstrance be signed by the owners of two-thirds of the real property on such portion of said street—which said twentieth day will be upon Wednesday, the 24th day of March, 1909—then at its earliest convenience, and within six months thereafter, the said common council will pass an ordinance directing that such improvements as above described, shall be constructed, and the costs thereof be assessed to the real property on the respective sides of said portion of said street.

Dated at Bandon, Oregon, this 4th day of March, 1909.

C. R. WADE, Recorder.



There are more McCall Patterns sold in the United States than of any other make of patterns. This is on account of their style, accuracy and simplicity. McCall's Magazine (The Queen of Fashion) has more subscribers than any other Ladies' Magazine. One year's subscription (12 numbers) cost \$3.00. Latest number, 5 cents. Every subscriber gets a McCall Pattern Free. Subscribe today. Lady Agents Wanted. Handsome premiums of liberal cash commission. Pattern Catalogue (of 500 designs) and Premium Catalogue (showing 400 premiums) sent free. Address THE McCALL CO., New York.

The New, Elegantly Fitted and Speedy Steamer
ELIZABETH
This steamer is new, is strongly built and fitted with the latest improvements and will give a regular 8 day service, for passengers and freight, between the Coquille river, Oregon.
First-class Passenger Fare, - \$7.50
Freight Rates, - \$3 on Up Freight
J. E. WALSTROM, Agent, Bandon, Oregon.
E. T. Krue, managing agent, 24 California St., San Francisco.

Hotel Gallier
Rates \$1.00 to \$2.00 per day. Special rates by week or month. Sample Room in Connection.
Bandon Oregon

A. MC NAIR
THE HARDWARE MAN
BRIDGE & BEACH Stoves, Ranges and Heaters have in them so many excellencies that they are now acknowledged the great sellers on the coast and they are growing in favor every year. We have the exclusive agency in Bandon for these household and office necessities, and prices range exceedingly modest in either case.
TINNING AND PLUMBING A SPECIALTY.
Our Assortment of Hardware, Tinware and Edged Tools is Most Complete.

BANDON STEAM LAUNDRY
Family Washing a Specialty.
First Class Laundry Work Guaranteed. Special attention given to fine woolen goods.
Cleaning and pressing Mens' Suits and Ladies' fine skirts given prompt attention
F. A. BATES, Proprietor

Recorder \$1.50 per Year

Keep posted on the news of the community

Read the
Bandon Recorder.
The chief exponent of the merits of the Coquille Valley
\$1.50 A YEAR

PRINTING THAT'S DONE RIGHT adds dignity and distinction to your business. Do all your corresponding on neatly printed letter heads. Neatly printed return envelopes are a safeguard against your letters being lost in the mails. We do your work when you want it and guarantee satisfaction.