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ROADS AND OIL

Isn't it about time for the Oregon branch of the Automobile Association of America and a number of individuals to offer their apologies to the highway commission and its engineers for the abuse and criticism that was heaped upon their heads last year when the extensive oiling program was begun on the Columbia river highway? asks the Bend Bulletin. At this time, it will be remembered, a good many hard words were said about what the commission was doing. Various persons who had driven through fresh oil at a rate that spattered it on their cars were very sore and they had nothing but criticism for what was being done.

In the year that has elapsed the use of oil on the highways has been thoroughly justified. Cars get just as badly spattered in driving through oil too fast but the man who offers criticism today finds himself alone. The throwing of oil by a fast driven car is a condition that lasts only a short time while the results in road improvement and elimination of dust are so good and so lasting that oiling is coming to be recognized as a necessary part of road construction. A macadam road is not finished until it has been oiled.

Oiling was first undertaken on the Columbia highway near Celilo by C. W. Wanzer, division highway engineer, then stationed at The Dalles and now located at Bend. At Celilo there are a number of army engineers' cottages rather close to the highway. The highway was of macadam and the tremendous volume of traffic going up and down the Columbia tore the road to pieces and made life in the nearby cottages unbearable because of the dust. The army men complained and Wanzer tried the oil as a means of laying the dust. So successful was the experiment and so fine a result was secured that oiling was carried farther and farther up the Columbia highway. Now it has become the standard practice for macadam highways.

Of course there have been stretches of road that have not responded perfectly to the oil treatment. The technique of oiling has been learned only slowly and it yet remains to see just how long the roads will hold up after being oiled. Enough has been learned, however, to make it clear that with oil the road binder can be kept in place, dust eliminated and a surface secured approximately hard surface. From other states engineers come to study the results obtained here while we at home are enjoying better roads than ever before.

That is why we say apologies are due for last year's criticism.

WHY CITIES GROW

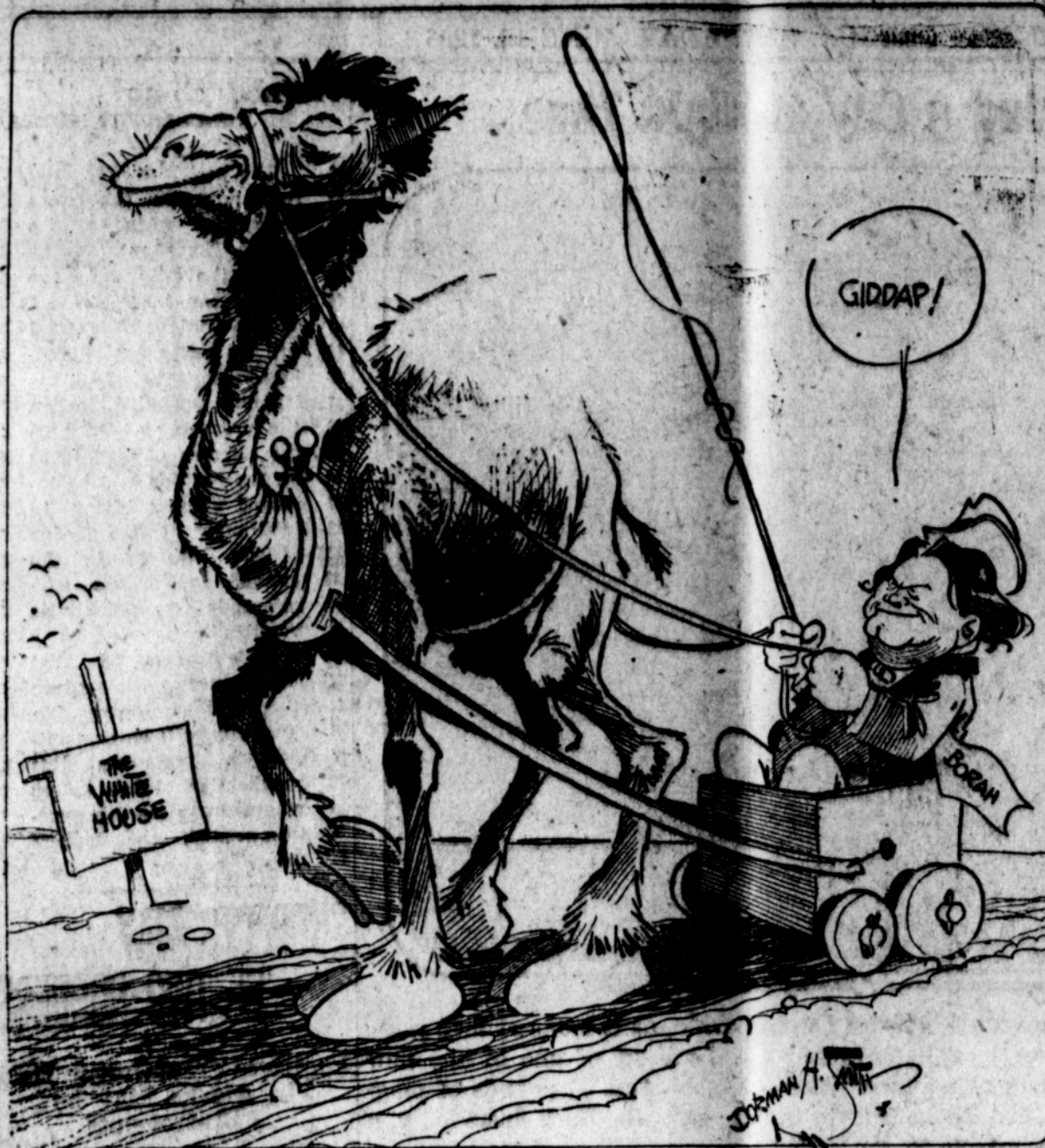
Cities, like individuals, pass through regular stages of growth and then stop growing. An attempt to explain why was made by George B. Ford, Vice President of the Technical Advisory Corporation, at a civic development group meeting of the Chamber of Commerce of the United States.

"A city," he said, "grows first slowly, then rapidly, then for a short time at a stationary rate, then more slowly, and then not at all. That is the almost universal rule everywhere in the world. Of course, American cities are comparatively young. Some of them are still growing at an accelerating rate. Many New England cities, however, have long passed their maximum growth period and are slowing up. Some have almost reached their ultimate population. Others are still growing at their maximum rate. Among these are Hartford and New Haven. Springfield seems just to have passed its maximum."

Four causes for growth were mentioned by Mr. Ford: natural advantage of position; nearness to raw materials; nearness to market, and presence of skill derived from experience.

National forest timber sales in Oregon and Washington show substantial increase this year over 1925; 1924 sale revenues from 22 forests in these two states totaled \$680,000, while 1925 sales amounted to \$864,000. Of the 1200 sales last year, one-half were to small ranchers and other residents who required timber and wood for purely personal use and development.

He Hitched His Wagon to A—Ah—Camel



STEWART'S WASHINGTON LETTER

BY CHARLES P. STEWART
NEA Service Writer

"O! what a face, and of what a picture would it be worthy!"— Juvenal.

WASHINGTON — Washington's big men are mostly very sensitive about their pictures.

Everybody knows that women are particular how their photographs look, but who'd suppose that a grown he-man, high enough up in public life to be in the Senate or the cabinet or even the White House, would fret like a chorus girl, while being mugged about lights and shadows, just the right expression on his map, his pose and his clothes?

Well, nearly all of them do. They honestly believe classy pictures of themselves in the newspapers make votes for them and that they lose votes if the pictures makes them appear homely.

They may be right, for all I know.

President Coolidge is one of the fussy ones.

He's very accommodating with photographers but he has his own ideas. He quite frankly knows that he doesn't photograph well

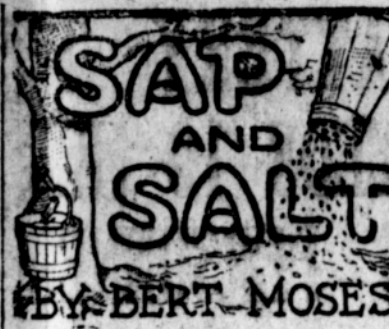
and wants the best breaks he can get. He's been "shot" so much that he's learned a lot about it, too, and frequently makes suggestions that professionals can't afford to ignore.

Mrs. Coolidge, on the other hand, photographs exceptionally well. No doubt she also is aware of the fact. At any rate, she worries hardly any when picture-taking's going on, but leaves it to the cameramen.

Photographers all like Vice-President Dawes. From his "hell 'n' Maria" reputation one might conjecture that he'd be ferocious with 'em. On the contrary he's most obliging. Perhaps it's because his one of the kind who generally "take" well.

St. Helens gained 4.15 per cent in telephone users, for first quarter of 1926. Milwaukie gained 3.25; Klamath Falls, 3.11; Portland, 1.14; Bend, 1.85.

Klamath county mills cut 400,000,000 feet of pine last year; payroll was \$700,000 a month.



Many an excuse is worse than the offense.

Poverty will stop all ambitions except getting married.

Whatever of art there is in a man shows up in the color he paints his house.

No experience amounts to much unless it takes some of the conceit out of you.

Happiness that is laid away for future use is very apt to spoil on your hands.

Nature showed what wonderful things she can do by combining so much good taste with so much bad smell in the onion.

Hez Heck says "When you hev a good holt o' a thing, never let go to spit on your hand."

THE FORUM

Articles of timely interest are welcomed under this head. Communications must bear the signature of the author.

Did return from ye hygher institute of learnyng last even and ye cittle does looks better every tyme that I returne. After drynkng some of Ashland mountain water did pick upp ye dally tidynge and did note that there be much doeyng in ye councill meetynges. Methynkes that there be some veris narrowmynded men therein. Methynkes that if some of ye goode cityzens woulde learn to dance and loosen their moth eaten joints that they woulde change some of their ancient ides. I should like to ask some of ye what harme there be in a goode wholesome dance such as the Lithians conducte in ye parke? What do ye expect ye college students and ye younge people of ye cittle to do in ye summer months? Lyke as no in ye near future ye goode cityzens wylle paint alle of ye buildynges black and hange black crepe at bothe entrances of ye faire cittle to let ye tourists and prospective settlers know that we are dead and wythe no chance for betterment. Heres for progress but not backward.

HUGH BATES,
O. A. C.

Eugene—New Whiteaker and Edison grade schools will cost \$80,500.

Crane—Health resort to be built at Warm Springs, near here.

Silverton—Silver Falls Timber Company cutting 10,000,000 feet a month.

Is Your Skin Dry or Sallow?

You will be enthusiastic over a new French Process Cream for whitening and beautifying the skin. It is so pure and different from other creams. Women say they see a great improvement in their complexions after the first application. If you want smoother, brighter and younger skin, use MELLO-GLO Cream. It's wonderful.

Lithia Pharmacy



In Los Angeles a man shot himself because his wife wouldn't cook instead of because she would.

Some factory girls don't make any more money than school teachers.

These are the days when cork-screws and can openers are used until they wear out.

An auto may be as good as new. A saxophone may be as bad as new.

REAL BUYS

Chev. Touring, Good Rubber \$125

Ford Touring \$110

1924 Chev. Touring, \$300

1924 Chev. Touring, \$250

The Automotive Shop
Chevrolet Dealers

We Snub With Gabriel
Snubbers

CONVENIENCES

that turn your work into play

ELECTRIC WASHERS
FANS
TOASTERS
PERCOLATORS
LAMPS
AND IRONS

XL ELECTRIC Station

GUY GOOD, Prop

WHY SWELTER

WHEN AN

ELECTRIC FAN

will give you relief!

We have them in all sizes, and types.

Ashland Electric Supply

346 E. Main Street

"BRONCHO" RIDING BOOTS

Officers' field boots and a complete line of "Buck-het" boots and shoes.

ARMY GOODS STORE

Biggest Little Store in Town
Opposite New Hotel — Open Evenings.

OUT OUR WAY By Williams



CHEVROLET ONE-TON TRUCKS HALF-TON

World's Largest Builder of Gear-shift Cars

Automotive Shop
Ashland, Oregon