

Paint Keeps the Home Bright

A LITTLE paint here, a touch of enamel there, a brushful of varnish yonder—everyone can see a dozen or more such opportunities for brightening and beautifying the home.

Perhaps it's the outside of the house that needs protection from the ravages of the weather; perhaps it's a chair, or dresser, the floor or woodwork that has become worn and shabby, or perhaps it's the family carriage, the farm wagon or the lawn swing that has ceased to be a source of pride.

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No matter what it is that has become marred and unsightly from age and wear, there's an Acme Quality paint, enamel, stain or varnish that will exactly fit the need. We are agents in this vicinity for

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The Acme Quality Painting Guide Book tells what Acme Quality Paint, Enamel, Stain, Varnish or Finish to use, how much will be required and how it should be put on. It not only enables you to tell your painter or decorator exactly what you want, but makes it easy for you to refinish the many surfaces about the home that do not require the skill of the expert—the jobs that a painter would not bother with. Ask us for a copy. *It's Free.*



CONCRETE ROADS MOST PRACTICAL

Can Be Built Economically and Kept in Good Condition.

STUDY THE "AGGREGATE."

Local Deposits of Sand, Gravel and Rock Form Important Part of Highway—Be Careful in Purchasing Cement—Machine Mixing Best.

In a way it is fortunate that the United States has been rather slow in the matter of roadmaking. The roads can now be built of lasting materials, such as will withstand the wear of motor traffic, which is fast ruining Europe's century old roadways. Lasting road materials are everywhere present in the form of sand and gravel from pits and stream beds and crushed rock from stone quarries. Combined with cement into concrete, they form an inexpensive and permanent road surface, which successfully resists the usually destructive action of automobiles.

The first consideration in the building of concrete roads is a careful study of local deposits of sand, gravel and rock—known as the "aggregate"—to see whether they are suitable for concrete. Sand must be clean and hard and must grade uniformly in size of grain from one-fourth inch down. The same applies to gravel and crushed rock, except that the largest particles commonly allowable are one and one fourth inches in diameter. If local materials are usable a considerable saving will be effected, as only cement will need be freighted.

It is much faster and cheaper to mix the concrete with a machine than by hand. Depending on the grading of

the aggregate, the concrete is usually proportioned one bag of cement to two cubic feet of sand and four cubic feet of screened gravel or crushed rock, or one of cement to two of sand and three of gravel or rock. During the grading and draining of the road the "aggregate" is hauled and piled at convenient points. The concrete is mixed mushy wet, is deposited to the thickness of six inches upon the firm old roadbed and is brought to grade and shape by means of a trowel. In order to shed the water to the side drains the surface of the concrete is given a rise or crown in the center of one one-hundredth to one seventy-fifth the width of the roadway. The surface is finished with a wooden float and wire broom, by which means there is afforded perfect footing for horses. At intervals of twenty-five feet the road is divided into sections by narrow contraction joints extending crosswise the road and entirely through the concrete.

The joints are formed by means of a thin metal or wooden cross form or divider, to which is tied a single or double thickness of tar paper, with the paper face against the last section of roadway. After the surface of this section is finished, and while the concrete for the adjoining section is being placed the cord holding the paper to the cross form is cut, and the cross form is removed. The tar paper adheres to the concrete and stays in the joint, which is reduced to the thickness of the paper.

When the surface of the concrete has hardened enough to prevent pitting it is sprinkled with clean water and is kept moist for several days. Likewise, as soon as possible, the pavement is covered temporarily with two inches of sand or dirt from the side road to give further aid in curing the concrete. Traffic is confined to the earthen side roads until the concrete is about two weeks old. In the meantime shoulders of broken stone or gravel are built along both edges of the pavement. These are made three feet wide and sufficiently thick to be firm and to make it an easy matter at all times for wagon wheels to pass from the side road on to the pavement.

Result of Bad Roads.

There is another matter that makes bad roads a factor of loss. That is in the sale of the farm. A farm ten miles out on a road impassable for five months in the year has five-twentieths of its usefulness impaired and is certainly worth 23 1/3 per cent intrinsically less than it should be were the roads not so bad. Bad roads are a deterrent to settlement, thus driving an additional value away from farm land due to increasing population. They act as a repellent force to drive the boys and girls and desirable citizens from farm life.

The Brute.

Mrs. W.—John, if I should die would you marry again? W.—Perhaps, if the trap was set different.—Exchange.



A CONCRETE ROAD.

LOCAL NOTES

Shoes shined at Hotel Gallier by Archie Jorgensen. 191f

WANTED—Agate work, Stones cut Same Day received.—Sabro Bros.

W. P. McMillin and wife of Portland are in the city for a few days, "doing the beach."

Four neatly furnished house keeping rooms near school house for rent. Inquire of E. Lewin.

F. A. Golden, County supervisor of schools, visited the Parkersburg school a couple of days last week.

FOR SALE—A Maxwell touring car in good running condition. Price \$400.00.—A. G. Erickson. 3474

W. D. Marshall and little daughter go to Portland to visit and will attend the Rose Festival before returning.

FOR SALE—Thoroughbred Barred Plymouth Rock eggs \$1.50 per setting. Apply N. J. Crain, Bandon. 211f

Wm. Metcalf aged 45 years died at Empire May 9th, of heart failure. Mr. Metcalf leaves a wife and five small children to mourn his loss.

Smith & Baker, editors and proprietors of the Curry County Leader were Bandon visitors Sunday and Monday. This office acknowledges a pleasant fraternal call.

Mrs. George Cox and daughter Gussie and Bert Linville left on the Breakwater for Portland where they will visit for some time and will take in the Rose Carnival before they return home.

The public library at this place, which was founded a year ago by the united efforts of a number of public spirited citizens, is proving every day what this paper said at that time and repeats today: The Myrtle Point Public Library had a small beginning, but is bound to grow into an institution that will in years to come stand as a monument to the noble efforts put forth by those who had part in establishing it.—Myrtle Point Enterprise.

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