

IMITATIONS ALL DIRE FAILURES

Attempts to Provide Something "Just as Good as Bitulithic" Is Not a Success Anywhere, From Experience.

Every good thing has had first its traducers and skeptics and then its unscrupulous imitators. When its merits have been established beyond all doubt and it has created a demand, the imitators leap into the field and by spurious substitutes of the genuine hope to profit by offering something "just as good" at slightly reduced prices. The experience of the bitulithic pavement has been no exception to this general rule. Its traducers first spent thousands of dollars in vilifying its inventors and in fruitless attempts to convince city officials that the bitulithic pavement had no intrinsic merit; that it was an experiment, an exploded theory under a new name, and by countless other false, malicious and libelous statements tried to discredit it.

The inventors of Warren's bitulithic took no notice of these attacks, confident that the superiority of their pavement would manifest itself beyond all doubt, and they pursued the even tenor of their way, laying hundreds of thousands of square yards of their pavement to the entire satisfaction everywhere of city officials, taxpayers and homeowners. The people directly interested in good streets were convinced that in the bitulithic pavement they had found the ideal roadway, and the unfair attacks of jealous business rivals were without effect.

Hoping to profit by the demand of city officials for the bitulithic pavement imitators entered the paving field with "something just as good as bitulithic," and at slightly lower prices succeeded in securing a few small contracts. The disastrous results of their unsuccessful attempts to imitate bitulithic are best described in the following extract from the Municipal Journal and Engineer:

In the January number of the Municipal Journal reference was made to the failure of pavement laid at Paris, Ky., with what was said to be

"as good as" bitulithic, and in the April issue to other pavements of the same sort laid at Elmira, N. Y., and St. Mary's, Pa., all showing that these pavements laid by experimental contractors with what was represented to be "as good as" Warren's bitulithic pavement, and patterned after the bitulithic construction, had failed.

Since then it has been reported that the "Asphalt Trust," represented by the Barber Asphalt Paving company, had made some experiments in making repairs to its defective asphalt pavements in New York, using a mixture of stone and bitumen in its attempts to duplicate the bitulithic pavement.

A representative of the Municipal Journal called on Mr. George R. Olney, chief engineer of the Borough of Manhattan, to ascertain facts in the matter, and was told by Mr. Olney that in the year 1902 Mr. Clifford Richardson, chemist of the Barber Asphalt Paving company, told him that he could lay a close mixture of bituminous macadam equal in all respects to Warren's bitulithic pavement, and that since that time Mr. Richardson had, to the personal knowledge of Mr. Olney, laid three pieces of such pavement in New York City, one at Eighth avenue, one at Twenty-ninth street and Broadway, in front of the Hotel Breslin, and one at the intersection of Seventeenth street and Broadway. The Eighth avenue pavement quickly went to pieces and was replaced by asphalt. The section in front of the Hotel Breslin, laid less than a year ago, was on April 4 replaced by asphalt by the Barber Asphalt Paving company. Its "as good as" bitulithic experiments have utterly failed.

It should be here noted that all of the places referred to, where the "Asphalt Trust" had experimented with something supposed to be as good as bitulithic pavement, were made in connection with repairs to its regular asphalt pavement, which had previously failed. One of two conclusions is self-evident:

First, the "Asphalt Trust" purposely laid these experimental pieces of pavement in such a way that it knew they would fail and in order to throw discredit on the bitulithic pavement; or, second, the Barber company was experimenting and did not know how to lay a successful pavement of this character—that is, a pavement of stone and bitumen similar to the bitulithic. Whether the Barber company laid the best pavement it knew how, or whether it purposely laid something which

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Preponderance of Divorce Suits Over Applications for Marriage Licenses, Eight to Five.

The records of the office of the county clerk shows that while eight misfitted couples have asked relief from the "tie that binds" during the month of February, only five pairs have applied for a legal right to take each other for better or worse. The preponderance of the number who wish to let go, as against the number who wish to take a chance in the matrimonial game is remarkable, especially as there is no divorce colony in Southern Oregon, and the divorces, like the marriages, are, as said by one of Oregon's early orators, "the spontaneous production of our native (and adopted) sons and daughters."

There are, however, several "prospects," and Clerk Coleman hopes to make the record more nearly even.

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would fail, in order to throw discredit on the bitulithic pavement, it is very evident that municipalities cannot afford to deal with such people on this class of construction.

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