

HARD SURFACED ROADS.

Is Tillamook County Using the Right Material?

Those who are advocating bonding the county for hard surfaced roads appear to overlook the fact that there is a question whether concrete has the lasting qualities, and before the county is bonded this matter should be settled right, for it would be a serious matter if, after spending large amounts of money, it proved, in years, that a mistake had been made in the material used. Now is the time to ascertain these facts, not after the money is expended.

The Oregon Voter gives some interesting information on this subject and the different types of material used. It makes interesting reading and will throw some light as to material.

How Paving Was Selected.

Inside facts with reference to how Multnomah County came to favor bitulithic pavement for road surfacing are quite interesting.

John B. Yeon, millionaire taxpayer was in charge as road master, and felt that he would be the blame if a mistake was made.

"All I could get out of it was the satisfaction of people saying the money was well spent, that the road had a good pavement," said he.

In his own private business, he always tries to profit by experience of others, and he made a fortune by doing so. So he made trips over all the pavements in Portland, and also in other cities of Oregon and Washington. He concluded that cement, asphalt, asphaltic concrete and asphalt macadam, as ordinarily laid, were failures after being down a number of years, and that brick on a thick cement base, bitulithic on a thick cement base and bitulithic on old macadam or crushed rock were successful after years of use.

Also, he concluded that the cost of a heavy cement foundation, together with a durable wearing surface of brick or bitulithic, was too high. He found that bitulithic on old macadam and bitulithic on crushed rock were standing up splendidly after years of wear, in contrast with other types that were little cheaper to begin with but which were going to pieces everywhere after a few years' wear. So his mind was made up, and he felt he would make no mistake by advocating the selection of bitulithic.

About this time, Amos Benson, son of S. Benson, and an old time intimate friend of Mr. Yeon, decided to go East and investigate types of pavement, so that Multnomah county would avoid the ruinous mistake of investing a million of taxpayers' money in the wrong type. He took with him E. E. Coovert, the personal attorney of Mr. Benson, Sr.

The two traveled thousands of miles to all the principal cities of the United States and all the counties where cheap paving had been laid on county roads, and they met the officials and got all the frank information they could get. They found every known type of pavement, and learned that paving fights often were nasty, and that officials were forced by shortsighted public sentiment to lay types in which they did not believe. Nearly everywhere they were warned against thin cement paving, Topeka Mix and other of the less expensive types, the officials claiming that as a rule these types were unsatisfactory after years of use, and that taxpayers were the heavy losers as a result of the false economy in installing cheaper pavement.

They also learned that heavy, thick cement foundation was a first class base, and that it required a surface to give satisfaction and durability. Of bitulithic they learned that it was a middle price pavement, costing more than Topeka Mix, asphaltic and thin cement paving, and much less than the pavement consisting of a thick cement base and a wearing surface above the cement. Bitulithic on crushed rock base was standing up well after years of wear, and they came to the conclusion identical with those formed by Mr. Yeon and supported bitulithic.

Amos Benson is not the kind of a man who can be won by a paving promoter. He is a shrewd, clear thinker, conservative in his methods, and absolutely honest. We have implicit faith in the cleanness and integrity of purpose of both Mr. Yeon and Mr. Benson, and hence have felt that a choice based on their wide investigations was a good choice.

Then the Chamber of Commerce Committee, consisting of Messrs. Fred Mulkey, Rodney Glisan and Frank McCallis, made extensive investigations and came to identically the same conclusion as Messrs. Yeon and Benson.

Secretary Louis J. Goldsmith, of the Taxpayers' League, a large owner of Portland city property, also announced the same conclusion.

All the lobbies for different paving material were busy, and they used every reputable (and some of them used disreputable) method to influence the decision of the county board. Characters were attacked, slanders circulated, barefaced lies told with the easy grace, and the whole affair was in a disgusting mess.

Messrs. Yeon, Benson, Sr. and Benson, Jr. then went to the newspapers, and asked them to urge the selection of a type of pavement that would stand up through the years and be value received by the taxpayers and a credit to the officials who laid it. The newspapers have political strength; they used it on the county commissioners, two of whom insisted that to save their reputation with the Grange, which was advocating cement, it would be necessary to give some of the contracts to the cement people. Messrs. Yeon et al insisted that if this was done, the type of cement chosen for any contracts awarded to cement be of the best one course type known, the type known as "Wayne Cement," based on the splendid cement roads in Wayne County, Michigan. So during the last afternoon and evening the compromise was made, and the commissioners awarded 56 miles to bitulithic and 15 miles to cement. The cement people

have been charging bad faith ever since, but Mr. Moore's letter, published in the Voter, is the first time these charges have been presented publicly in writing.

This is the story of the bitulithic award. Its lesson is that any choice made by officials will be criticized by those who are disappointed; that motives will be impugned and characters traduced; and that the only satisfaction an official can have is to stand alongside of the road years after it is built, and say with pride, "I built this good road."

A good road is a perpetual honor to its builder; a bad road is a monument to the ignorance, inefficiency and weakness of the officials whose recklessness with taxpayers' money is inexcusable in view of the fact that abundant experience is available for proper guidance.

Cement Paving, Salem.

The Oregon Voter of March 18 is at hand, and I have read with much interest the article headed "Insult" and "Shame," and also the letter to the public, via Commissioner Dieck.

I have no personal acquaintance with the writer Mr. Moore, but the tone of his article seems to bristle with antagonism toward bitulithic pavements, so much so, that one wonders what his real motive can be.

Every Portland citizen is naturally most anxious to see this new cement plant highly successful, and we all know the local need of payrolls to insure permanent prosperity, but it would seem most unfortunate that the chief official of a large manufacturing plant should attempt to cast discredit upon the good faith and judgment of such men as Mr. Benson, Mr. Yeon, and the members of the special committee of the Chamber of Commerce, who made such complete and painstaking investigation previous to the large Multnomah County expenditures, in an effort to create a large market for his product, and in doing so make statements so foreign to actual facts.

It so happened that I was recently present at a discussion on paving and city improvement at Salem, where I have business interests, the discussion being followed by an investigation which disclosed the following facts, all of which are easily verified.

Salem has nearly 30 miles of pavement divided into four classes namely Bitulithic, Asphalt Concrete, Asphalt Concrete with Concrete Base and Concrete.

The first pavement laid in Salem was in 1907 when Court Street, in the business center was paved.

The next pavement was laid in 1908 which included the business center of Commercial and State Streets and 1 block of High Street.

During the next year 1909, Church, Cottage, and Liberty Streets were paved.

All the above streets were paved with bitulithic.

In 1911, with the idea of getting a cheaper pavement, asphalt concrete was laid, including Summer street from Court to Market and Oak Park Addition, the latter work being under the supervision of the city engineer.

In 1913 and 1914 the two streets in Salem having a cement concrete base were laid—Mill Street from the Oregon Electric Bridge to 14th street, the contractor being awarded to a Portland Contractor; and Church Street, from Court to Mill Creek, which was laid by a California contractor. Both of these streets have a 4-inch cement base and one and one-half inch asphalt-concrete top.

Now to results. The bitulithic pavement laid 8 and 9 years ago, is the only type of pavement in Salem which is not cracked, and it apparently is in as good condition as when first laid, and there is freedom from waves or ridges, very noticeable on many of the streets paved with concrete and asphalt-concrete.

Mr. Moore's statement that "bitulithic pavement is an experiment" indicates either the superficial manner of his investigations or an ulterior motive.

The cement or concrete pavements in Salem, all of which were laid several years after the bitulithic, are on many streets in very bad condition, notably such streets as Church, from Court to Mill Creek (laid in 1913) and Summer Street from Court to Market (laid in 1911.)

Mill Street laid in 1914, only two years ago upon a cement foundation as advocated by Mr. Moore, is cracked in many places, allowing rapid deterioration by water getting underneath.

Church Street from Court to Mill Creek, also having concrete cement foundation, laid in 1913—three years ago—is cracking badly.

If Mr. Moore would take a half hour's ride about Salem, he would certainly conclude that bitulithic is the only pavement showing satisfactory results, and that nine years of hard wear proves it to be by no means "an experiment."

It seems to be a firm conviction of all thinking Salem citizens with whom I have talked, that while bitulithic pavement is more expensive in the first cost, it is the cheapest in the long run.

The cost of bitulithic was first \$2.25 and then \$1.85 per square yard, as against \$1.68 and \$1.30 for the others, but the contrast between bitulithic and concrete is about the same that exists between a real diamond and a rhinestone.

The results, after several tests of 9 years wear, would seem to be of more real value than theory.

Furthermore at Salem the hardest wear of course comes on streets in the business district, all of which are paved with bitulithic, and the only present defect in these streets, paved 9 years ago, are in the brick paving between car tracks, which in many places is worn out.

I lay no claim to being an expert on street paving, but do claim to have an average amount of common sense, and such articles as those printed in your issue, above referred to, arouse a man's sense of fair play.

It so happened that Mr. Moore's letters appear just at a time that Salem's paving experience has been

so forcibly brought to my attention, and I cannot refrain from registering my protest at such unfair methods.

How much of this cement could be used in road construction, I have no means of knowing, but let us not repeat, elsewhere in Oregon, the errors Salem has made in her experiments with cement paving.

We all want success to follow the establishing of the cement works, but let us use cement for its proper work and not sacrifice street durability by trying to create a false market for cement, even if it be of local manufacture. Very respectfully yours,

Winthrop Hammond.

PAVING PROPOSAL IS MADE.

Purchase of Plant by Clackamas County is Considered.

Oregon City, Or., April 3.—Harry Worswick, formerly connected with the Standard Paving Company, which laid the Main Street improvement last summer, offered to superintend the laying of hard surface pavement for the county for not more than 60 cents a yard, providing the county will buy a plant, lend him the use of a road roller and pay for installing the equipment at a convenient place. He asks for a salary of \$1000 a year and offers to give the county the use of formulas without charging a commission or royalty.

County Judge Anderson will take up the matter with Commissioners Matoon and Knight at the regular April term of the County Court, which opens Wednesday.

MACPHERSON RURAL CREDIT BILL WINS.

Conference Approves Measure Over Postmaster Myers' Proposed Legislation.

Deciding that in any event only one rural credit measure should appear upon the ballot a majority of the representatives of several organizations Saturday afternoon turned down endorsement of Postmaster Myers' Civic league bill and favored placing the Hector Macpherson bill upon the ballot.

C. C. Chapman and H. G. Beckwith were among those favoring the Myers bill, which they declared stood a small chance of passing. They could foresee only defeat for the Macpherson measure because it does not, in their belief, hold out sufficient inducement to the voters of Portland. Nine conferees preferred the Macpherson bill and four the Myers measure. The reason given by the majority for their vote is that the Myers bill did not afford any actual relief to the farmers and will not, therefore, operate in reality as a rural credit measure. Its friends believe it would be accepted by the voters because it is to turn a portion of the potential profits of the state's loans into the irreducible school fund. It does not however, provide for any amortization of the debt, which the Macpherson bill does include.

The Myers measure would obtain money for rural loans by selling bonds at 4 per cent and making loans at 6 per cent to the farmers. When the administrative costs are paid there would supposedly be a margin to be added to the school fund of the state.

Dr. Hector Macpherson, of Oregon Agricultural College, held that if any measure is to operate as a genuine aid to farmers for the improvement of land it must allow loans at less than 6 per cent, and C. E. Spence, master of the State Grange, emphatically declared that was the true basis upon which rural credits legislation must be considered. The Macpherson bill would obtain money through the sale of bonds at 4 per cent interest and this money would then be loaned out through the state land board and a superintendent of agricultural credit at an interest amounting as little above 4 per cent as possible when administrative costs are paid and amortization, the retiring of the bonds, fully provided for. The Myers bill does not provide for retiring the bonds, but would exact the same rate of farmers' interest or a higher rate.

For Circuit Judge of the Nineteenth Judicial District.

W. H. Hollis.

I am a candidate for nomination to the office of Circuit Judge, of the Nineteenth Judicial District, composed of Tillamook and Washington Counties, subject to the Republican primary election to be held May 19th, 1916.

I am a resident of Forest Grove, in said Washington County, and have been an attorney for thirty years, am admitted to practice in all the courts of this state and the Federal Courts of the United States for the district of Oregon.

I have been a lifelong Republican, but in the discharge of public duties have always held the interest of the people above that of party or politics, and that the judiciary should never be swayed by partisan influence or party prejudice.

I have ever constantly stood for rigid economy in the expenditure of the peoples' money. The burden of taxation is increasing out of all proportion to the benefits received, increased wealth or ability to pay. If nominated and elected I will administer the business of the Court of this district justly, promptly, and with the least possible expense to the taxpayers.

Less litigation; less expense; less delay and more justice shall be my aim.

Your support is respectfully solicited.

W. H. Hollis.

The young women present were discussing their ages. And one of the girls said: "I don't know what it is about my appearance, but everybody always guesses me a lot younger than I really am." And another of the girls answered, oh, so sweetly: "Oh, that's after they have heard you talk, isn't it dear?"

CHEESE TOO MOIST

English Trade Dissatisfied With Recent Importations from This Country.

Consular reports from Great Britain indicate that American or "States" cheese, as it is called there, has not met with popular favor and that dealers are reluctant to handle it. The chief objection is the moisture it contains, which is greater than that to which the English consumer is accustomed. One report says: "Canadian cheese found in the English markets is much too soft to meet with general favor."

Another declares that: "American cheese found in the English markets is much too soft to meet with general favor."

A third states that: "The trouble with the United States cheese shipped to England has been that they are weak in body, soft in make, open and porous like a sponge, and go to pieces."

"Cheese of the United States," says another report, "are what the trade describes as loose open and on account of the increased amount of moisture left, show considerable objectionable flavors. * * * * * Dealers have stated that they were very glad indeed that they were through with the undesirable States cheese, and the whole business with this cheese, amounting to 40,000 to 50,000 boxes, had been very unsatisfactory."

So strong, indeed, is this feeling of dissatisfaction among the dealers that a large wholesaler in London has declared that the American cheeses are responsible in a great measure for the recent slump in the whole English cheese market. It must be remembered, too, that the American cheese was sold to the London dealers at from 1/2 to 1 1/2 cents less than the Canadian product shipped at the same time.

The fact is that the English consumer is accustomed to a firmer and consequently better cheese than the American. That such cheese costs more does not apparently lessen the quantity consumed. The per capita consumption of cheese in England and Scotland is 10 pounds per annum; in America it is 4. Furthermore, a large proportion of the English demand comes from the poorer classes. It seems, therefore, that the consumption of cheese is not diminished but actually increased by raising the quality even if the price rises with it. This fact, specialists in the Department of Agriculture point out, may well offset any temporary advantage manufacturers may gain by adding moisture to their product.

Out Fishing.

A feller isn't thinking mean,
Out fishin';
His thoughts are mostly good and clean,
Out fishin';
He doesn't knock his fellow men,
Or harbor any grudges then,
A feller's at his finest, when,
Out fishin';
The rich are comrades to the poor,
Out fishin';
All brothers of a common lure,
Out fishin';
The urchin with a pin an' string
Can chum with millionaire an' king;
Vain pride is a forgotten thing
Out fishin';
A feller gets a chance to dream,
Out fishin';
He learns the beauties of a stream,
Out fishin';
An' he can wash his soul in air
That isn't foul with selfish care,
An' relish plain an' simple fare
Out fishin';
A fellow has no time for hate,
Out fishin';
He isn't eager to be great,
Out fishin';
He isn't thinking thoughts of pelf
Or goods stacked high upon a shelf,
But he is always just himself,
Out fishin';
A feller's glad to be a friend,
Out fishin';
A helpin' hand he'll always lend,
Out fishin';
The brotherhood of rod and line
An' sky an' stream is always fine;
Men come real close to God's design,
Out fishin';
A feller isn't plotting schemes,
Out fishin';
He's only busy with his dreams,
Out fishin';
His livery is a coat of tan,
His creed: to do the best he can;
A feller's always mostly man,
Out fishin'.

Laugh and Grow Fat.

A whitty Irishman was once invited to a large dinner party in Dublin in the hope that he would amuse and divert his host's guests. But from the beginning to the end of the dinner he preserved a solemn and serious face. The host thought this very strange. "Why old fellow," he remarked, "I don't believe the biggest fool in Ireland could make you laugh tonight." "Try" was the rejoinder.

A "cub" reporter on a New York newspaper was sent to Patterson to write the story of the murder of a rich manufacturer by thieves. He spread himself on the details and naively concluded his account with this sentence: "Fortunately for the deceased, he had deposited all his money in the bank the day before, so he lost practically nothing but his life."

In a sparsely settled region of West Virginia a motor car driver was hailed before a local magistrate on the complaint of a constable. The magistrate, a good-natured man, was not, however, absolutely certain that the Washingtonian's car had been driven too fast, and the owner stoutly insisted that he had been progressing at the rate of only six miles an hour. "Why your honor," he said, "my engine was out of order and I was

going very slowly because I was afraid it would break down completely. I give you my word sir, you could have walked as fast as I was running." "Well," said the magistrate, after due reflection, "you don't appear to have been exceeding the speed limit, but at the same time you must have been guilty of something or you wouldn't be here. I find you \$10 for loitering."

The physician's son had reached the mature age of 9, after an early career marked by many wild and mischievous pranks:

His restless nature had made him somewhat of a torment to his teachers at times, and one afternoon not long ago she kept him after the others were dismissed and had a serious talk with him. Perhaps she was a little afraid that her admonitions were falling on stony ground. Anyway she finally said:

"I certainly will have to ask your father to come to see me."
"Don't you do it," said the boy.
The teacher thought she had made an impression "Yes," she said, "I must send for your father."

"You better not!" said the boy.
"Why not?" inquired the teacher.
"Cause he charges \$2 a visit," said the scamp.

A story is told of an old Irishman, who was the only undertaker in an upper peninsula city years ago. He was what might be called a forekanded man. One day he met the young son of a citizen who was reported to be at death's door.

"How is yer fa-ather this mornin'?" asked the undertaker.

"He's sinking fast," said the boy.
"Is that so? Poor boy! By the way how tall is yer fa-ather?"

A sudden rich, but ignorant Kansan was on the beach at Atlantic City watching a very fat bather disporting himself in the surf. He knew nothing of tides, and did not notice that each succeeding wave came a little closer to his feet. At last an extra big wave washed over his shoe tops. "Hey there!" he yelled at the fat bather. "Quit yer jumping' up and down! D'ye want to drown me?"

England, Germany and France Agree

on one thing, if on no other. They all prohibit the sale of alum baking powders.

There must be a good reason for this. It is because alum was found to be unhealthful.

Royal Baking Powder is made of cream of tartar, derived from grapes, a natural food product, and contains no alum nor other questionable ingredients.

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