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CONCRETE BASE WITH THIN TOP PROVING BEST

(Continued from page one)

of Los Angeles, California, in 1913. "The first is for 728,000 square feet of road pavement in Santa Barbara. On the main streets the concrete base is to be eight inches thick, and on the other streets six, five and four inches thick, as the traffic requires, surfaced with 1 1/2 inches of asphalt. Contract prices are as follows: "Eight-inch base, 1 1/2 inch surface, 22.4 cents a square foot. "Six-inch base, same surface, 18 cents a square foot. "Five-inch base, same surface, 16 cents a square foot. "Four-inch base, same surface, 14 cents a square foot.

"The roads are 30 feet wide. "The second is for 6 1/2 miles of the highway, 2 1/2 miles between the city limits of Pomona and Ontario, and four miles east of Ontario. The specifications call for a road 20 feet wide between Pomona and Ontario, and the four-mile stretch east of Ontario, 18 feet wide; all to be four-inch concrete base with 3/8 inch asphalt, oil and sand dressing. "Has Lasted Twenty Years. "The first real Portland cement all-concrete road was laid in Bellefontaine, Ohio, more than 20 years ago and is still good. "The pavement consists of a four-inch base and a two-inch wearing surface. "The base is of 1:2:4, machine mixed gravel concrete. The wearing surface a 1:1 mixture of cement and

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bank sand. "Practically nothing has been expended for repairs in over 20 years." "The following is taken from report of Frank E. Rodgers, state highway commissioner of Michigan, read before the good roads congress held December 11, 1913, at Detroit: "Concrete can no longer be regarded as in the experimental stage. It has long been accepted as the most suitable material for the foundation of pavements for city streets, no matter what material is used for the wearing surface. The last five years has seen an immense volume of concrete pavements laid in the cities and towns of the country, and a rather large mileage laid on country highways. "Michigan, Wisconsin, Illinois and Iowa are the states which seem to have been most active in this work." "Taken from the report of Clarence E. Bayley, city engineer of Pomona, read before the League of California Municipalities Convention, 1913: "Best and Cheapest. "Having had several years' experience in road building, I have, from a process of elimination, concentrated my thought and efforts toward the perfection and adoption of a form of Portland cement concrete road of a thickness commensurate with the needs of traffic, surfaced with a dressing of asphaltum, oil and rock screenings of from 1/4 inch to 3/8 inch in thickness as being at once the best and cheapest pavement available. "Best because of speed and economy in construction, and early availability, and because it tends to minimize if not wholly eliminate friction in the foundation, thereby enabling larger and heavier loads and for the same reason greater ease in pleasure vehicles. "The mixture of concrete should be a 1:2:4, mixed in a thickness of not less than four inches, and advancing in depth of structure as the traffic of a given street requires." "Taken from report of Dr. E. H. McCallister, dean of the engineering school of the University of Oregon, 1913: "Macadam pavement is rapidly falling in disfavor all over the country. The state of New York has spent \$65,000,000 upon macadam roads, but a few months ago, in popular election, \$50,000,000 was voted which will be used in tearing up the macadam roads and replacing with concrete. A curious fact is that macadam roads were factors which made possible the adoption of power traction, including trucks and automobiles, to the country; and it is now the mechanical transportation agents which are tearing macadam to pieces and necessitating a heavier type of road construction.

Four inches Ample. "This is eventually to be concrete. Four inches of concrete will stand a greater strength than six inches of macadam. On an average, where traffic is not unusually congested, four inches of concrete is sufficient." "Taken from report of Austin B. Fletcher, state highway commissioner of California: "For a large portion of the roads the commission has adopted a pavement consisting of a Portland cement base of a minimum thickness of four inches and 1 1/2 feet wide, with shoulders at least three feet wide on each side of the concrete. The concrete base is covered with a thin coating of asphaltic oil and stone screenings, forming a bituminous carpet from 3/8 to 1/2 inch in thickness to serve as a wearing surface and to protect the concrete. "In the environs of San Francisco thicker base wearing surfaces are specified and running from 15 to 25 feet in width. "Roads under contract August 1, 1913:

	Miles	Cost per sq. mile	Cost per yd.
Water-bound macadam	7.6	\$ 4303	\$0.489
Bituminous macadam	19.1	6364	0.723
Asphalt macadam	11.5	8403	0.716
Asphalt on concrete base	6.6	14,920	1.06
3/8 in. wearing surface on concrete base	198.1	6394	0.712

"Some contractors have called the roads painted concrete and insisted that the asphaltic surfaces should be not less than two inches in thickness, consisting of either the sheet asphalt or one of the bitulithic variants. Find Thin Surface Best. "And the commission has concluded to continue with the thin surface renewing it as often as is necessary. "The thick surface would cost more than 10 times as much as the original cost of the thin surface, and it seems probable that the interest on the excess cost will pay the cost of renewing the thin surface." "There is no one question in all California which is so interesting to the public as good roads. This same statement might also be said of the whole of North America. "Los Angeles has spent millions on

good roads, experimenting with this and that, only now to positively and definitely return to the fact that concrete roads, concrete streets and concrete paving is the only satisfactory road to build, the only road whereby the taxpayer gets what he pays for the only road that will give an engineer a permanent reputation. "Practically every engineer and road builder in California is agreed that concrete is the only good road, that the days of oil macadam have gone. This experimenting with oil macadam has been a mighty expensive trying-out for the taxpayers of Los Angeles."

THURSDAY NIGHT DINNER-DANCE

The dinner-dance at Heine's Tavern this evening will be the occasion of several society functions. Music will be furnished by the Tavern orchestra and by the popular soprano, Kyria Gibbins. Officers of the army and navy and their ladies, tourists and local society people are cordially invited.—Adv.

PUUNUI IS EAGER TO BE INCLUDED IN NEW IMPROVEMENT PLANS

With the adoption of a unanimous request that Puunui be created an improvement district by the city supervisors, residents of this section of the city in a meeting last night placed themselves on record as favoring progressiveness. L. J. Warren, introduced as the "father of the frontage tax," spoke at a meeting of the Puunui residents held at the home of W. O. Barnhart, outlining the law in detail. G. J. Boisse presided at the meeting. The request to the supervisors will be presented at the next meeting of the board.

SERIES OF LECTURES ON BACTERIA COMES TO CLOSE SATURDAY

With a lecture on "Laboratory Methods of Studying Bacteria," next Saturday morning at 9:30 o'clock Professor Vaughan MacCaughy, instructor in biology at the College of Hawaii, will close a series of five talks on the subject of bacteria and the welfare of the human body. The lecture and demonstration on Saturday will be held at the college laboratory. Arrangements will be made also for a visit to the offices of the territorial board of health by those who have attended the lecture.

JAPANESE SOPRANO COMING IN SPRING

(Special Cable to Nippu Jiji) SAN FRANCISCO, Cal., Dec. 9.—Tamaki Mura, the Japanese soprano, who is now appearing in Madame Butterfly in the East, will leave this month for Petrograd, where she will appear in a number of concerts. From Russia she will go to London and will then tour United States. She is expected to arrive in Honolulu some time in April or May of next year.

There were 2,000,000 Slavs in the United States before the European war broke out. The Danish government has prohibited the exportation of cotton goods and casein in the Ury state.

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T. R. DENIES REPORT HE'S GOING TO WAR

NEW YORK, N. Y.—Col. Theodore Roosevelt has set at rest all rumors that he contemplated participation in the European war. "There is absolutely no truth whatever in the report that I have considered helping the Al-

lies in any material way," he said. "I have not the slightest idea of going to Canada, nor to England or France." This is the first public utterance of the colonel on a report that has been persistent in London and gained credence in this country. Aviator John Domenjor flew from

Sheepshead Bay to the Statue of Liberty and then over New York City. He violated aviation laws by flying over Manhattan.

Alexander Tancrède of Woonsocket, R. I., is reported in a Canadian casualty list issued at Ottawa, as having died of wounds.

Liberty Theater

TONIGHT 7:40 P. M.
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DANIEL FROHMAN PRESENTS
MARY PICKFORD
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