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SEASIDE BETTERMENT

Hints on Beautifying Homes With Trees and Shrubs.

BE SURE TO PLANT CLOSE.

Thorough Preparation of the Soil Very Important—Cut All Plants Back Severely Except Evergreens—Suitable Trees and Shrubs to Plant.

It is natural that people living by the seaside should be as interested in beautifying their homes with trees and shrubs as those who live inland. On attempting to grow plants near the salt water many seaside dwellers have been much disappointed to find their efforts vain; have seen their carefully planted trees and shrubs die, killed by the salt spray and fogs, blown to pieces by heavy winds, torn by flying sand or shriveled up in the sterile soil. The problem of seaside planting is one which should be given special consideration by landscape architects, gardeners and those interested in beautifying the home grounds. The writer has had an opportunity to study seaside conditions governing plant growth on the coasts of Maine and Massachusetts, in landscape work on Long Island with Mr. Henry Hicks, an authority on this subject, and in assisting to make a landscape report on Blackwell's Island, New York city.

Some of the most important requirements for seaside planting are: (1) The choice of plants that are hardy under seashore conditions; (2) a thorough preparation of the soil, which usually is sand and should be mixed with one-half to three-fourths per cent of well rotted barnyard manure or fine, rich loam substituted, the depth of preparation being about three feet; (3) close planting, so that the trees and shrubs may afford each other mutual protection—isolated or scattered plants are almost sure to fail; (4) plant more hardy things in exposed spots, less hardy in more sheltered positions; (5) sometimes an artificial shelter of boughs or planks may be needed to give the plants a start; (6) provide good winter protection of strawy manure and in some cases leaves or evergreen boughs.

For holding banks near the sea and to prevent sand drifting Mr. Henry Hicks recommends pitch pine and red cedar. Beach grass and red oak are also found in nature serving these purposes in a most satisfactory way. It is often possible to fill in later, after these plants are established, with other

very hardy trees and shrubs. This should at least be tried, since thick planting is the key to success. Mr. Hicks says, "Plant thick and cut back severely." Evergreens, of course, must not be cut back. He also mentions in a recent letter that he has seen brush used to fill in a depression caused by the wind blowing out the sand, the brush being carefully staked down. The result of this was that the sand drifted about in the brush and nearly filled the hollow again. This treatment, combined with judicious planting, would probably bring the drifting sand under complete control.

Following is a list of trees and shrubs suitable for seaside planting: Very hardy—Bayberry, beach plum, sea buckthorn, yucca, woodbine or Virginia creeper, wild cherry, tamarisk, American holly (hardy as far north as Long Island), many of the willows, red cedar, pitch pine, black spruce (especially near ocean marshes), black oak, post oak, chokeberry, beach grass, bearberry, black huckleberry, false heather and shining sumac.

Less hardy—Scrub oak, scarlet oak, chestnut oak, Norway maple, red maple, American white birch, horse chestnut, western catalpa, plane tree, honey locust, white spruce, Austrian pine, mugho pine, sweet bay, juniper, European barberry, Hercules' club, California privet, marsh elder, purple fringe, upright honeysuckle, cockspear thorn, high bush blueberry, sassafras, pepperidge, bittersweet and blackberry. All of these are hardy as far north as Long Island and the majority to Matine.—Stanley F. Morse in Country Gentleman.

Scheme to Boom Trade.
The New York Industries association had a meeting recently to plan a boom for metropolitan merchandise throughout the country. The implements by which the boom is to be developed are the ink of the printer, the colors of the painter, the personal efforts of the dealer and the coaching of the traveling men who go out of the city to talk New York first, last and all the time. This is regarded as about the first confession the city has ever made that she is not sufficient all to herself. There are other trade centers that are threatening her supremacy as a buying and trafficking place, and the Industries association is determined to use all the service the press agent can afford in meeting the competition.

To Protect Trees From Live Wires.
Injuries to street trees by wires are many. Often dead wires attached to trees come in contact with live ones, and all show exasperating powers of destruction. There is little excuse for the attaching of any wire to a tree, yet the very unsightly anchor

poles and wires lead many property owners to consent to the use of large street or garden trees as anchors. Where this is done blocks of wood should be placed between the wire and the trees so that the wire will not cut the living wood and will have a non-conductor to protect it against injury through the contact of live wires with guy wires.

ROAD WORK IN ENGLAND.

Method of Maintaining Highways and Filling Up Soft Spots.

It may interest many to learn how road maintenance is carried out in Great Britain and Ireland. All roads and bridges are under the direct charge of the county surveyor, who is in all cases a qualified civil engineer, with assistants under him to see to the detail work. He divides the roads of the county into sections, as seems best to him, for maintenance purposes. These several sections are advertised locally in the newspapers and by other means, and bids are invited for their maintenance for six or twelve months, says James Johnston of Douglas county, Neb., in the Breeder's Gazette of Chicago. These bids are opened on a certain day by a board of county commissioners, assisted by the county surveyor. The lowest bidder gets the work, but no bid is accepted until the successful bidder puts up a bond signed by two solvent sureties that the work will be performed. Should the contractor fail to do the work the county surveyor can have it done and sue the bondsmen for the work and cost. All bidders for this work have specifications of the work to be done on the several sections of road. How long the section is, how many tons of metal are to be broken and put on, cleaning, keeping the water tables clear and the grass off the road—all these are specified, so that he knows exactly what he has to do. The matter of putting on the metal is looked after very closely indeed. The contractor has to put all the material on the roadside. The surveyor or his assistant comes and measures it, and then marks it with slaked lime, so that it cannot be interfered with until it is put on the road. Farmers are always the contractors for this work. The roads everywhere are always in good condition. There are many soft spots over there—bog and low lands, with rain every day and sometimes twenty-four hours at a time—but the heaviest autos can spin along the bog roads and in the rainiest weather with no damage to the road.

They have no difficulty with the soft bottoms in Ireland. They simply throw in rock, and the softer the spot the bigger the rocks, until they make it a hard spot and then put the small stuff on top. A mistake will surely be

made if bricks are thrown into soft spots. They are simply no good for the purpose intended.

It is to be hoped that the people of the United States will stop spending time and wasting money in shoveling dirt into the soft spots, but will go to work like men of business and build roads.

NEW KIND OF ROAD MATERIAL

Salt and Alkali Scale From Boilers Used in Parts of Kansas.

The farmers in central Kansas as well as the people in the towns have been interested in good roads for several years, and in Ellsworth and its vicinity one can see almost any kind of a made road.

At one or two places in Ellsworth county there are short roads where treatment has been given similar to the pavement on Douglas avenue in Ellsworth. Here there are two blocks that fool four-fifths of the visitors to the town. The treatment of this street was commenced about two or three years ago, consisting of coarse and fine cinders in layers, then a covering surface of salt and alkali scale.

The water in this country is very hard, and in all the steam boilers at the salt mills and other factories a sort of alkali forms which must be removed frequently, and this, with the salt and alkali scale that forms in the salt pans, is used on Douglas avenue. It forms a hard crust and makes a most excellent street. It is a success on the most busy thoroughfare of Ellsworth, and if the supply was not so limited the farmers would use it for the rural roads and more of the streets of Ellsworth would be paved with it. The salt and alkali crust on Douglas avenue is now about three inches thick, and this lies on three inches of coarse cinders and three inches of fine cinders. It makes a pretty street, in appearance being like an asphalt pavement before it becomes dirty.

Cost of Oiling Roads.

A recently published report of the Boston park commission is interesting. In 1906 twelve miles of road were treated with oil to keep down the dust, and the result was so satisfactory that in 1907 the whole extent of more than forty miles was treated in this way. Mr. Putnam, the engineer, has carefully calculated the cost, and he says that the annual cost of sprinkling a thirty foot roadway was \$480 a mile, whereas the cost of oiling the same roadway thirty feet wide was \$275. In addition to laying the dust, the asphaltum in the oil had a binding effect on the surface of the road and very materially lessened the cost for repairs. The oil is put on in an emulsion in which fifteen pounds of soap

dissolved in fifty gallons of water are mixed with a hundred gallons of crude oil, the whole being agitated to the proper point of emulsion, and then 150 gallons of this are mixed with 450 gallons of water and sprinkled on the roads. The plan has given the very best satisfaction in Boston and might be tried elsewhere with corresponding satisfactory results.

A Move For Good Roads.
Nearly 1,000,000 voters of Pennsylvania have signed petitions asking the state legislature to start the movement which in 1913 will give a bond issue of \$50,000,000 for building good roads. The sum of \$5,000,000 will be asked for to begin immediate work.

NIGHT.
A T nighttime as I lie awake,
Alone with silence and the stars,
My spirit soars beyond the bars
And striketh mankind their prisons make.

Slaves of our passions, our whole lives
Were worn and wasted in duress
But for that silent mistress
Whose touch the troubled spirit shrives.

Then, Lady Night, tender and calm,
Out of the rush of worldly things
I shelter 'neath thy quiet wings
And in my soul receive thy balm.

So when the ardent sun all day
Has wrapped in flames leaf, herb and flower
Till roses languish in the bower
And stricken lilies swoon away;

When lawn and clove are wan and dry,
And life is ebbing to an end,
Comes, hovering softly, Night, the friend,
To succor and revivify.

From her cool fingers drops the dew,
Beneath her shroud tired Nature sleeps,
Till up, to meet the dawn, she leaps,
Hope, strength and gladness born anew.
—Fall Mail Gazette.

LONG AGO.

LONG ago, long ago,
When the wind was in the barley
And the birds sang late and early
All the songs that lovers know,
How we lingered in the lane,
Kissed and parted, kissed again,
Parted laggard foot and slow!
What a pretty world we knew
Dressed in moonlight dreams and dew,
Long ago, my first sweetheart,
Long ago!

Long ago, long ago,
When the wind was on the river,
Where the lights and shadows shiver,
And the streets were all aglow,
In the gaudy, gaslit street
We two parted, sweet, my sweet,
And the crowds went to and fro,
And your veil was wet with tears
For the inevitable years,
Long ago, my last sweetheart,
Long ago!
—Anonymous.

HIGHER PANTHEISM.

WE are a part of his life, as the waves
Are a part of the sea,
A moment uplift in the sun, then merged
In eternity.
—Bliss Carman.

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