THE COLUMBIAN AND DEMOCRAT. BLOOMSBURG, COLUMBIA COUNTY, PA.

The modern system of making roads is a compound of two systems, used in England in the early part of the century



size as base, to prevent the smaller stone from being pushed into the ground in soft places, and to insure good drainage. cadam denied the usefulness of the foundation, and engineers are yet divid-

fragments, termed road metal, was six ounces in weight. A cube of one and one-half inches of compact limestone

with or without the Telford base may be constructed from a common dirt road. The method for such work is described in a recent article in The Philadelphia Record. A variety of macadam roads are now under way in the vicinity of Philadelphia, and this article evidently treats the matter from a practical point

a common dirt road it is essential that the surface should be scraped or exca-vated in order to give a good foundation

broken stone. The earth is then those oughly rolled, in order to compact it and prevent the broken stone from sinking too deeply in the soft earth. If the Telford foundation is used the stones,

six to eight inches in size, are set in pomition on the rolled earth and covered with a six-inch layer of macadam metal broken so as to pass through a two and one-half inch ring. This is then rolled with a steam roller, the pattern most commonly used being a 15-ton machine, costing \$5,000, though 20-ton and 30-ton

not yield to the roller the bed is ready for another layer of stone, which should be six inches deep in the center, sloping to the sides, and again compactly rolled. A top dressing of fine broken stone, usually the screenings from a crusher, and not exceeding three-quarters of an inch in largest dimensions, is spread over the road to a depth of two inches. A steam roller will compact these screenings to a smooth surface and the road is ready for travel. The rolling is facilitated and greater compactness secured if the stone is thoroughly sprinkled. Unless a great olume of traffic is to pass over the road it is not necessary to have the metal a foot thick, a depth of eight inches being

In using the macadam on a common dirt rond, without the Telford foundaion, the metal is placed upon the hard rolled surface in a uniform layer not ex-ceeding 6 inches in depth. This layer is compactly rolled, and then another layer of metal is spread on and treated in the same way, and so on until the roadway is completed according to The Record's description of the Telford road.

A method for reducing the expense is suggested by The New York Journal of nerce in an editorial given below:

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