Making Roads by Machinery

By Waldon Fawcett.

************************************ HE immense number of crude | three-quarter inch stone and dust, is

and fréquently impassable roads to be found in all parts

of the United States and the serious extent to which they have handicapped the marketing of farm products in various sections of the country lend especial significance to the crusade in favor of good roads, which is being conducted by the Office of Road Inquiry, a division of the Department of Agriculture. As yet t have not been secured appropriati have not been secured appropriations of sufficient size to enable the Govern ment to undertake on its own account the provision of better highways, but this will come in time, and meanwhile highly important results are being ac-complished solely by the presentation of forceful object lessons.

The investigations of the Office of Road Inquiry are mainly directed in seven general fields, namely: to ascer-tain as nearly as practicable the actual cost of bad roads and the benefit of good roads; to demonstrate the interest of cities and towns and the owners of property of all kinds wherever situated, in the improvement of country roads; to develop the methods where-by all of these interests may co-oper-

put in place. The sand road is formed by placing six inches of river sand on a bed of natural clay, neither the bed nor the surface of the road being rolled. The dirt road is made by grading in the usual manner. As a rule neither of these latter classes of highways is constructed save to demonstrate the supe-riority of the macadam road. Considerable attention has been given to the construction of steel-track wagon road-dccidedly the most novel type of highway yet introduced in any coun-try. The steel road might he compared to a street car track of modified design, and the plan for its utilization was doubtless suggested by the wellknown tendency of teamsters to make use of urban and inter-urban trolley and cable lines on highways where locomotion would otherwise be difficult The steel-track wagon road consists

of two parallel lines of steel plates or rails each eight inches in width and not supported on wooden cross-ties, bu simply made solid in the road by flanges projecting into the concrete of the roadbed. The rails are accurately spaced so as to receive the wheel



Countries of America President Diaz, of Mexico, has used his influence toward promoting the friendliness of all the nations of Amer-ica. Representatives of the republics have been enjoying the hospitality of Mexico in the City of Mexico, where they have been holding a Pan-Ameri-

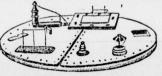




ing their countries by common ties and interests and of preserving the peace of the American continent. Among the resolutions which have been adopted by the Congress is one looking to the preservation of archaeological ments in the countries of America The resolution proposed the appoint-ment of an international commission, and continues: "It is the intention of the conference, in providing for the creation of this commission, that its labors shall result in the establishment at some place, to be designated by the majority of the republics approving this recommendation, of an international American museum, which shall be made the centre for works of in-vestigation and interpretation and the receptacle for the materials gathered together by the said commission, and that committees shall be likewise appointed by the said commission to pre-serve the ruins of the principal ancient cities existing within the American re-publics and establish in each republic a museum of objects collected in such citles, and so far as practicable to provide conveniences for the visiting pub-

lic.'

A Flea Circus. A circus, in which all the performers are fleas, is amusing the patrons of the Panopticum at Berlin, this season. The arena of the circus is about the size of an ordinary dining-room table, and Professor Karutsch, the director,



THE FLEA CIRCUS, BERLIN.

provides each one in his audience with a large microscope for a consideration. To the spectators it seems as if the little animals understand the oral instructions of the director, for they obey with astounding docility. They draw little wagons and coaches, turn merrygo-rounds, engage in sham battles and wind up by dancing a costumed ballet. Even the circus clown, who excites boisterous laughter by clumsily imitating the effete tricks of his comrades, is not missing.

Fleas are the beasts of prey of the insect world, malicious, carniverous demons who are always thirsting for blood. Herr Karutsch allows his pets to feed on his naked arm to their stomachs' content, not forgetting, of course, to have an antiseptic application on hand at each meal.

A Plighting Stone. The canuy Scot, as we all know, says the World Wide Magazine, is found all over the world, but it comes to one as somewhat of a surprise to find a genu ine old Scotch "plighting stone" in a museum in Toronto, Canada. It bears the inscription: "Plighting Stane of Lairg, Sutherlandshire, Scotland," and



Bullet-Locating Appar The apparatus shown in the accom

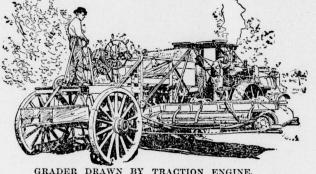
panying drawing is not an instrument of torture, but rather an appliance tc remove the cause of much suffering It is the invention of William H. Jak way, and is designed for the easy loca

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period you way. They think you must be sup-pressed. From thirty to forty is an especially hard time for young doctors, young law-yers, young merchants, young farmers, young mechanics, young ministers. The struggle of the thirties is for honest and helpful and remunerative recognition. But few old people know how to treat young people without patronizing them on the one hand or snubbing them on the other. Oh, the thirties! Joseph stood before Pharaoh at thirty; David was thirty years old when he began to reign; the height of Solomon's temple was thirty cubits; Christ entered you His active ministry

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"You' have chased enough thistledown; "You have blown enough son bubbles; you have seen the unsatifying nature of all earthy things. Open a new chapter with God and the world. This decade of the forties ought to eclipse all its predecessors in worship, in usefulness and in happiness. The world was made to work. There re-maineth a rest for the people of God, but it is in a sphere beyond the reach of tele-scopes. The military charge that decided one of the greatest battles of the ages-the battle of Waterloo-was not made until 8 o'clock in the evening, but some of you propose to go into camp at 2 o'clock in the afternoon. "My subject next accosts those in the sev-enties and beyond. My word to them is congratulation. You have safely crossed the sea of life and are about to onlier the harbor. You have fought at Gettysburg, and the war is over-here and thus the gene. Bismark, of Germany vigorous in the eightes. The Prime Minister of England strong at sevent-your. Plato busy thinking for all succeding centuries at eighty-one. Noah Webster, after making his oratorio, "The Creation," at seventy years of age. Humboldt producing the immortal "Cosmos" at seventy yis, years. William Bake at sixty-seven learning lia-lian so as to read Dante in the original. Lord Cockburn at eighty-five years old. Rev. Daniel Waldo praying in my pubji at 100 years of age. Humboldt producing the immortal "Cosmos" at seventy yis, years. William Bake at sixty-seven learning lia-lian so as to read Dante in the original. Lord Cockburn at eighty-three years of age. Christian men and women in all depart-ments serving God after becoming septua-gentrais and nonagenarians prove that there are possibilities of work for the aged, but 1 think you who are passed the seventies are near being through. "Bod you feel about it: You ought to be struggle, and if you have so through rev bout Mountain. I am gled to say ot through the strugt, and if you have set, strug the strugt, and if you have set, through strugt, and if you have set, through strugt, and i



ate with the farmers in the work of road improvement; to discover what actual and systematic road improvement is being carried on in any part of the United States, and how the same or modified methods may be ap-plied to other sections; to discover road materials in various sections of the country; to discuss new plans for road construction and encourage experiment in this direction and, finally, to actually construct sample roads.

The governmental experts have in-cidentally devoted much attention to the subject of wide tires; have investigated the use of convict labor in road construction, and encouraged the organization of State and local road as



ROAD SCRAPER AT WORK.

sociations. In this connection many important experiments have been made to test the power required in hauling over various kinds of roads. The Gov ernment has learned, too, by consulta-tion with many thousands of the most intelligent farmers of the country that the expense of moving farm products and supplies averages on all the Amer ican country roads twenty-five cents per ton mile, whereas the charge in the good roads districts of this and other countries is less than one-third that amount. This extra expense amounts in the aggregate to more than the en-tire expenditures of the National Government, and taking into account all of the hauling done on the public roads

the loss is equal to one-fourth of the home value of all the farm products of the United States. Probably the most interesting phase

out regard to width of tire, and each plate or rail is fitted with a flange on the inner side to prevent wheels from easily leaving the tracks. Unlque roads of this type have been constructed in half a dozen different States. and in some instances the records made upon them have been little short of marvelous. In one instance a load of eleven tons which required twenty horses for its movement over an ordinary road was readily drawn along the steel track by a single horse. This load was twenty-two times the weight of the animal, but at Ames, Iowa, recently a horse started and moved on a steel-track highway a load fifty times the weight of the animal. It may be noted that the cost of the steel-track roads has ranged from \$1500 to \$3500 a mile, according to the original con-

of all vehicles of standard guage with-

dition of the roadbed. The extension of the good roads ing development of the engineering operations involved and of the machinery employed. Possibly the most in-teresting of all the forms of special apparatus which have been introduced for this work is the elevating grader which is utilized in reducing cuts sev-eral feet in depth. This machine elevates earth and drops it into wagons alongside, loading a wagon in twenty seconds. On an average such a machine will load into wagons in one day of ten working hours from 700 to 800 yards of earth.

The elevating grader is very heavy, and about twelve horses are required for its movement, some of the animals pulling and others pushing. The operating force consists of three drivers and two machine operators, one of the latter looking after the plow and the other giving attention to the elevating conveyor. The plow of this machine makes a cut twelve inches square. After a grade has been reduced a ma chine of this type may be employed if desired to elevate dirt to the centre of the road, from whence it is distributed by graders of the ordinary type.-

of the surrounding flesh. In connec-tion with the apparatus an X-ray machine is used, but the photographic plates, hitherto so necessary, are replaced by this new indicating device. The illustration shows the two paths of the X-rays through the limb in which the bullet is located, the two lines being at nearly right angles and crossing the bullet and each other at

FOR USE WITH AN X RAY MACHINE.

looking at the bullet he adjusts two points of the indicator into the same plane as the line of vision, treating the opposite points after the same manner. Then the central indicating screw is lowered to the flesh, standing directly over the foreign substance located inside

fore the marriage ceremony of the well known baseball player, John J. Mc-Graw, and Miss Blanche Sindall, at St. Ann's Catholic Church, at Balti-more, Md. He said in part:

"Let selfishness be no barrier to your happiness, but understand that each must often give up much, renounce himself, that both may enjoy it. For

you know that sacrifice hits add to the number of runs and win the game. Don't try to jump this contract. The

reserve clause is binding.

"Fear not the adversaries that are many and strong, that they seek to rob you of this result of your union. The game will not be lost as long as you work together. Bunch your hits, and victory is yours. She will cheer you, aid you, support you, and share your triumphs and participate in your defeats. You will keep in spirit and letter the terms of this holy contract. Coach her around the hard bases of life. Make her steal her way under the watchful eye of the enemy, until she reaches the home of happiness.

"Make her score many bright and joyous days, that the pennant of prosperity may continuously wave over your heads."

Coronation Designs. The craze for coronation designs is spreading, says the London Graphic. Not only shall we be deluged with jeweled crowns in many forms, such as brooches and charms, but the tap-estry and even cretonne for upholstering furniture shows the crown, sham-rock, rose and thistle, and perchance, our wall papers will be turned out en suite. These topical designs never renain in favor, and if any one were so rash as to stamp a room with coro-nation symbols, he would most surely

A BANNING

and depth beneath the surface of the

bullet, so that the necessary incision for removing it can be made with ac-

curacy and without undue mutilation

the same point. While the surgeon is

Marciage a la Baseball. Unusual humor was displayed by the Rev. C. F. Thomas in his remarks be-

the work has been found, however, Scientific American. in the construction of specimen roads of various kinds in different parts of

Organized to Check Abuses. the country. Ordinarily three styles An organization in England is known

of road have been represented in this as "Scana," the word being made up experimental work—a modern macad- of the initial letters of the words a sand and a dirt road. Of these the macadam highway is the Advertising." The members of the am, a sand and a dirt road. Of these most interesting from the point of con- association are opposed to the placing



ELEVATING HORSE-DRA WN GRADER AT WORK.

struction. After a uniform grade has of glaring business announcements on been secured by the use of wheeled picturesque rocks, along rustic road. ways, on 'buses and on huge billboards. They declare that the newspaper is scrapers, drag scrapers and plows, and possibly road graders as well, there are placed upon this foundation three the proper place for advertisements, since the latter are intended to convey separate layers of the best quality of stone that is procurable in the vicininformation of a news character The foundation course, which is Moreover, they say, better results can ity. about five inches in thickness and be achieved by newspaper advertisemade up of two and one-half inch ments than by objectionable signs and stone, is thoroughly rolled before the posters.

second course, composed of one and A Lisbon lady was being buried one-half inch stone, is put on, and this turn is sprinkled and rolled when a cry from the coffin disclosed he surface layer or "binder," the fact that she was still alive. Five before the surface layer or "binder." as it is commonly called, consisting of hours afterward she died from fright

TORONTO PLIGHTING STONE.

was presented by a Scotch gentleman resident in Ontario. Troths plighted and promises made by grasping hands through the stone seen in our photo were inviolate in matters of love, busi-ness and all social relations. The custom was kept up until quite recently, and was probably of Druidical origin.

The Black Handkerchief in the Navy. The black handkerchief which the sailor of the English navy knots around his throat was first worn as mourn-ing by Nelson, and has ever since been retained; while the bright stripes around the broad blue collar of the sailor's jumper commemorate the victories of Trafalgar, Copenhagen the Nile. The broad blue collar itself Is older than Nelson, and was first adopted at that period when sailors plastered their hair into a stiff pigtail with grease and powder.

To Have Pure Water.

To prevent water from becoming impure in passing through lead pipe a tin lining is placed inside, the space between the tin and lead being filled with cement.

very soon tire of the design and make a change.

British Blockhouses

Similar blockhouses to this are being raised in long lines throughout the Transvaal and Orange River Colony, on Lord Kitchener's cordon system, at distances of 1000 yards, and with



sy means of communication. They have proved exceedingly effective in hemming in many of the minor com-mandos, whose attacks without artillery on their massive walls have often ended in discomfiture.

The sun is traveling at forty miles : second, about 40,000 times as fast as an express train.

Eternity, how near it rolls! Count the vast value of your souls. Beware and count the awful cost What they have gained whose souls are lost

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Many a man who is honored with a col-lege degree would find it necessary to do some reviewing before he could pass a civil service examination.