ROAD CONSTRUCTION.

so that when the broken stone is placed on it and rolled, the stones will not be forced down into the soil. It is important to preserve a smooth, hard sub-soil, as drainage is thereby greatly assisted.

CURBING

The subsoil and drainage completed, the curbing may be put in place. Curbing defines the roadway, forms the gutters, protects boulevards and sidewalks, and keeps the road metal in place. The best material for curbing is flagstone four to eight inches in thickness, each stone to be not less than three feet in length and about eighteen inches in depth; greater dimensions are preferable, as there is then less liability to disturbance. The curb should not be set so high that water cannot flow readily over it from the sidewalk and boulevard into the gutter. A good substitute is cedar plank. It should be spiked to six inches in diameter cedar posts, two and one-half feet in length, which are placed at intervals of eight feet and bevelled at the top, with an incline from the roadway so that the curb will slope toward the boulevard. While wood is extensively used for curbing in most cities of the Dominion on the less important streets, yet where stone is plentiful and easily obtained, its greater durability and better appearance will recommend its general use.

PLACING THE STONE

The curb provided, the broken stone may be placed in the roadway. It should be spread in layers of not more than four inches thickness, and each layer thoroughly rolled. The stone should have been separated into grades according to size. The largest stones should be such as will pass through a 21/2 inch ring, and the smallest, consisting of the screenings, should be used as a top dressing and binder. One of the most serviceable of modern road-making implements is the stone crusher; this, with the aid of a screen attachment will break and separate the stones into the required grades ready to be placed in the roadbed. The value of having the stones of uniform size in each layer is not sufficiently appreciated. If of irregular sizes, the smaller ones at the surface wear more quickly than the larger, and the rough surface is the result. The large stones, moreover, have a less uniform bearing, and a horse stepping on the edge of one will loosen and throw it out of place, thus leaving it to roll under the feet of horses and wheels of the carriage.

the ger roa fill rol ma a l wh wh

> spr amo roll The and Aft the acc will that form

chip of t road larg re-c trap ness mor mix mor anot of th resu spor awa can

22