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**DR. A. W. CHASE'S KIDNEY
and LIVER PILLS.**

Until you have tested Dr. A. W. Chase's Kidney and Liver Pills you cannot know the satisfaction that comes with the use of this direct and certain regulator of the liver and kidneys.

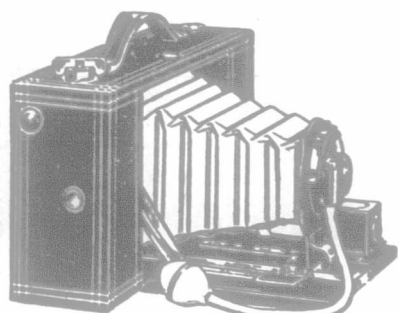
Once you have found out the dose suited to your system, you can depend on getting just the right results every time without increase of quantity taken.

You can be sure that the action of the bowels will be prompt, that the liver will be awakened, and that the kidneys will join in thoroughly cleansing the system of poisonous impurities.

Because of this dependability, Dr. A. W. Chase's Kidney and Liver Pills are certain to make fast friends wherever their merits have been tested.

Stomach troubles arising from constipation, torpid liver and deranged kidneys soon disappear, as do also biliousness, backache, headache and general depression.

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ent time is to increase the weight of these. To what extent this will continue it is almost impossible to foretell, but provisions should be made to meet these conditions as well as possible in designing permanent structures for future use.

The designing of all important bridges and the preparing of the necessary specifications should be placed in the hands of a qualified engineer. They are a matter that involves not only the expenditure of large sums of money, but the safety of the travelling public is directly dependent upon the successful working out of the many details connected with them.

A most important matter to consider in the design of a bridge is the length of spans to adopt, to suit the site. Sufficient waterway should be provided for; the tendency should be to increase rather than decrease the area. It is the extreme floods that occur once in a period of years that should be provided for, and if this is neglected and the waterways are restricted to accommodate only the ordinary maximum flow, serious wash-outs, that may result in the total destruction of the whole bridge, are almost sure to follow.

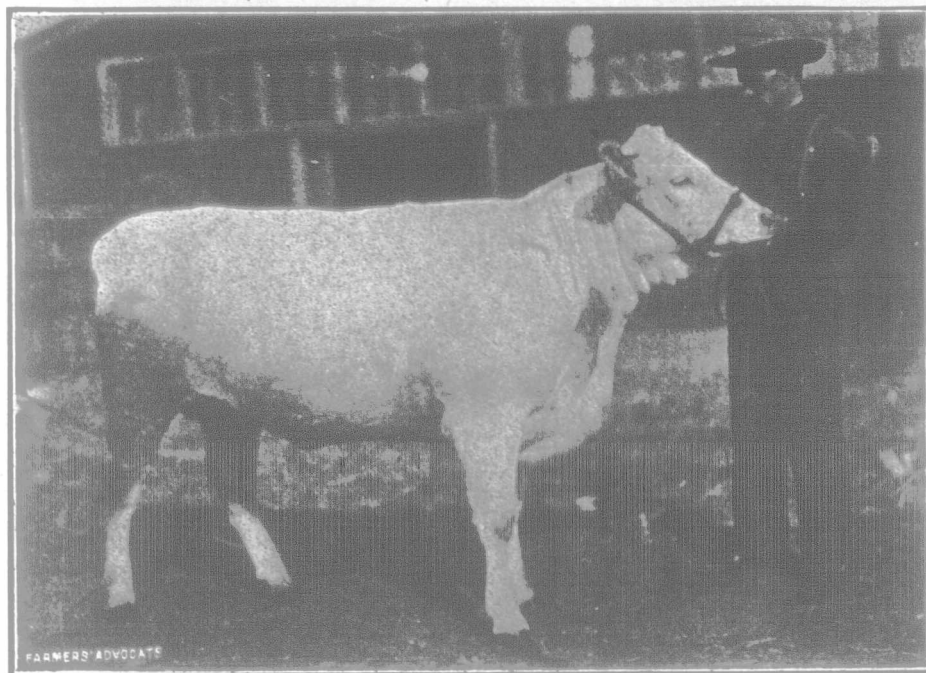
Timber as a material for bridge construction is quickly passing out of use.

and best superstructure adapted for the location, whether this superstructure is on an old foundation than to at the termination of its usefulness on a more temporary one. It is very much easier to put a new superstructure on an old foundation than to build up new foundations under an old superstructure. This is a mistake that many municipalities are making in this country, for which there is very little, if any, excuse when in erecting steel bridges on timber piers and abutments.

For long spans 50 feet and over, steel is perhaps the most used material in the building of superstructures, although it is a common practice in many countries to build spans 75 feet in length and over of concrete, this style usually taking the form of an arch. The placing of a concrete floor on a steel bridge is also a very good practice and may be considered very good economy, as the repairs and renewals on a wooden floor are very frequent and entail the expenditure of a great deal of money.

REINFORCED CONCRETE

For shorter spans of say up to 40 or 50 feet reinforced concrete construction throughout is certainly to be recommended. This material when properly proportioned and placed in a



WHITE ROSE WON FOR P. M. BREDT & SONS AT WINNIPEG AND BRANDON
This heifer was fourth in the open class and first in the class for breeders who did not win in 1909

In wooded sections of the country, well designed structure, may be considered to last for all time. The erection of such a structure should never be undertaken by any municipality, however, without the services of an experienced engineer. It is a work that requires the closest inspection in all its details. The great advantage of using this material is that when once a bridge is erected with it that meets all requirements of traffic and provides for the flow of water underneath it, costly repairs cease and money and energy may safely be directed into other channels; besides this they are an ornamentation to the surrounding country.

The life of a steel bridge is largely dependent upon the manner in which it is first painted and afterwards kept painted. Rust is the most destructive agency on steel highway bridges, and if they could be kept free from this they would practically last forever. It will be necessary to preserve the steel as much as possible to paint a bridge at least every four years, and oftener if it is situated in a much exposed place.

Before painting a bridge the surface of the steel should be well scraped, so as to free it from all rust scales, grease, and dirt; a steel scraper and a stiff wire brush should be used to accomplish this. Rust left beneath the paint will soon scale off, and the surface of the steel will then be exposed to the destroying actions of the air and moisture. As there are many members in a steel truss only a quarter of an inch in thickness it may easily be understood how the whole structure can be very much weakened in time by the action of rust on both sides of a small member like this.

A municipality with limited means at its disposal for the erection of bridges and unable to at first build a complete, permanent structure from bottom to top, should start at the bottom and build the foundations and substructure substantial, durable and capable of carrying the most suitable

Could They Be More Foolish?

The best proof that common cream separators are out-of-date is the fact that they contain 40 to 60 disks or other contraptions. They need such contraptions simply because they lack skimming force. Since they lack skimming force, they are neither modern nor properly built. In view of these facts, could any maker or agent of common cream separators be more foolish or incorrect than to claim that disks or other contraptions make, or are needed in, a modern machine?

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