

The Centre of the road should be excavated to receive the gravel or crushed stone. Where this care cannot be taken the metal may be placed on the centre and the sides graded up. The crown of the road should be obtained chiefly by rounding up the natural soil, but the metal should be several inches deeper in the centre than at the sides. On country roads, a crown of one inch rise to one foot of width from the side to the centre is generally sufficient; on hills it may be greater so as to prevent the water following the wheel tracks and deepening them to ruts.

As an illustration of the advantages of permanent work along this line, the bulletin gives several engravings, some of which by kindness of the Minister of Agriculture, we give in connection with this extract.



FIG. 1019.—METCALFE STREET, ST. THOMAS.

The roadway twenty-two feet wide and curbed with 3 x 10 cedar, is made with a five inch rough flake-stone foundation and covered with clean coursed gravel, seven inches in depth after being consolidated with a heavy roller. It was built in 1892, and the photograph taken May, 1896.

The width of a roadway to be metalled depends upon the amount of traffic it will be required to accommodate. Eight feet will be ample for the majority of roads in rural districts. Roads forming the approach to towns may sometimes be mettled to a width of sixteen feet. The depth of metalling need never exceed after consolidation twelve inches, if of a good quality and clean, and eight inches is the least which should ever be employed, the thickness varying with the amount of traffic. It should be placed on in layers, and each layer thoroughly rolled, the subsoil having first been well consolidated.