

CHAPTER X.

REPAIRING ROADS.

THE business of repairing a road should always be managed on a regular and fixed plan.

The following matters require particular attention :—

- 1st. The quality of materials.
- 2d. The quantity to be put on per mile, per annum.
- 3d. The preparation of the materials.
- 4th. The method of putting them on the road.
- 5th. The number of labourers to be employed.

1st. With respect to the quality of the materials to be used, the hardest should always be preferred ; for it should ever be borne in mind, that hard stones brought from a distance are found by experience to be cheaper in the end than those of a softer kind which may be got near the road at a much lower price.

Another reason for making use of the hardest materials that can be procured, is the greatly increased labour of horses, which is occasioned by working into a smooth surface often renewed coatings of weak materials. With respect to the subject generally of road materials, it may be observed, that the best descriptions consist of basalt, granite, quartz, syenite, and porphyry rocks. The whinstones found in different parts of the United Kingdom, Guernsey granite, Mountsorrel and Hartshill stone of Leicestershire, and the pebbles of Shropshire, Staffordshire, and Warwickshire, are among the best of the stones now commonly in use. The schistus rocks being of a slaty and argillaceous structure, will make smooth roads, but they are rapidly destroyed when wet by the pressure of