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Columbia



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We sell all makes of Talking Machines and Records. Our prices are lower than other houses. When buying from us you do not pay for extravagant advertising, nor do we send you second-hand goods. Easy payments, from \$2.50 monthly. No C. O. D. Return if not as represented and money refunded. Satisfaction guaranteed. A straight business offer, no mysterious philanthropic ad.

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Gold Moulded Cylinder Records, Edison, Bell and Columbia, new, 25c., were 40c.

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GETTING MATERIAL TO MACADAMIZE

It will often pay to import broken stone by rail for road metal for roads near cities and towns where traffic is the heaviest, building into the country as far as the cost of teaming the stone will permit. It is absolutely essential in the construction of this style of road that the earth surface be rolled and compacted before the broken stone is spread thereon. It is not enough that the roadway shall be graded with reasonable care, but the surface upon which the broken stone is to be paved must be hard and smooth, and carefully crowned. If the foundation is not hard and well drained the stones will be pressed into it and wasted. If not crowned, an unnecessary amount of stone will be used. When the roadbed is firm, well drained and not likely to be effected by ground water it will always afford a firm foundation for the broken stone, the thickness of which can be made about four inches, the minimum for good construction. The offices of the broken stone are to endure the friction caused by traffic and to shed the water from the road proper to the side ditches.

HOW TO CONSTRUCT METAL ROADS

In most cases it will be found advisable to make the thickness of the stone surface six inches thick at the center and four inches at the sides, and the width ten feet. The stone should be graded before being placed on the road, the largest being placed on the bottom course.

The bottom course should consist of pieces ranging in size from 1 1/2 inches to 2 inches in their greatest dimension and the top course from a half to one and a quarter inches. Two inches is the minimum depth, and six inches the maximum depth that can be rolled properly at one time, and as it is customary to lay the stone in two courses, a depth ranging between two and six inches that will give the required thickness when completed, should be selected for each course.

When broken stone is spread loosely, as on a roadway before it is rolled, the voids aggregate about 40 or 50 per cent. of the volume of the layer or course. The roller passing back and forth over this consolidates it, and a large percentage of the voids is eliminated. To secure a finished roadway six inches thick, about eight and a half inches of loose stone, not reckoning the binder, is necessary. This is in part due to the unavoidable forcing of the stones to a slight extent into the foundation.

The binder, or matrix, as it is sometimes called, consists of screenings ranging from dust to pieces of stone half an inch in diameter. No more of this should be used than is necessary to fill the voids and just cover the upper course of stone. It must be remembered that broken stone is used in order to form a compact mass. The sides of the stone should come together, the angular corners interlocking with each other, and not kept apart by the binding material; therefore, only such quantity should be used as will fill up the small interstices made by reason of the irregularity of the stone. Each course should be thoroughly rolled to get the metal as compact as possible, but before this is completed the shoulders should be made up of earth on each side, about three or four feet wide. This may be covered with gravel. They should be dressed off to the side ditches and the whole surface rolled and made uniform, in order that the water may pass off freely to the ditches. The shoulders, in addition to affording a surface for the occasional passing of wheels, serve to retain the broken stone within the limits of proposed macadam roadway.

MAINTENANCE OF COMMON ROADS

It is said that the maintenance of a macadam road should begin on the day that the road is completed. In a sense this remark is not far from the truth. Usually, and more especially if the road has been properly constructed, very little need be done to the macadam surface for a year or two; but the ditches should be kept free from silt, weeds and any rubbish which tend to stop the flow of water in them. Culverts should be kept open and in such shape that the water will have free access through them. The ditches at outlets of these should be capable of taking away the

LADIES

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A Backache, a Pallor

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