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ST. JOHN'S, NEWFOUNDLAND.

Road Making

Editor Evening Telegram.

Dear Sir.—I have read with much interest and pleasure a summary in The Evening Telegram of August 29, of a lecture on Road Building by Mr. H. A. Winter. It is pleasing to see after an epoch of indifference to the technicalities of road making a turn to a more intelligent attitude. It is impossible to estimate our losses from such carelessness and it is to be hoped that the pleasant sounds we hear to-day are heralds of a better day about to dawn. We should not, however, fly to the other extreme and begin to construct roads on the new theory merely because the older one has not given entire satisfaction.

Mr. Winter's ideas have a plausible appeal, but as they represent the theories of a man who is not claiming any expert knowledge of the subject there may be flaws in his mechanical design as there are undoubtedly errors in his use of certain technicalities.

However, this does not offer any serious objection to Mr. Winter's first class attempt to solve some of our road building problems for us. I have nothing but praise for the man who tries.

Mr. Winter rightly put first in importance the material from which the road is constructed, but in dealing with this subject he uses technical terms very loosely and in a way rather confusing. Clay and gravel are dealt with by the lecturer in a manner that must be understood only by himself. Clay he speaks of as if it were common garden soil and plentifully disposed about St. John's.

There is no clay about here unless we assume the soil to be of that substance, which would be quite wrong. The gravel he speaks of is a material variously made up of boulders, pebbles and finely pulverized material derived from those same boulders. Technically this stuff is still and is the result of glacial activity. Following out Mr. Winter's theory it would be impossible to use this material on the surface of our roads unless at great expense.

It would first of all have to be screened to separate the finer from the coarser parts, and as the mesh would admit the desirable size of pebbles it would also pass the pulverized particles. As this pulverized stuff would be objectionable where porosity is desired the gravel should have to be again screened to separate it from the dust.

Mr. Winter objects to the use of what is called a binder, contending that gravel alone is sufficient. If the "gravel" of road makers and not the glacial drift of this country were meant I would possibly agree with Mr. Winter for the angular stuff technically known to the road maker as gravel has the power of binding itself when under pressure. The gravel of our glacial drift if washed clean of its pulverized particles will not bind for the particles are smooth, somewhat rounded and not angular. The fact that our glacial drift makes fairly good road material without any treatment goes to prove how fallacious is Mr. Winter's theory that there is no need of a binder for the binding material goes on with the coarser stuff. The theory that a road must be built of porous material to be dry and durable is poorly established.

It confounds the phenomenon of capillary attraction and attempts to refute the evidence of experience. Roads built of mixed silt and gravel may have a smooth, closely coherent surface and yet without possessing porosity, absorb a great amount of water. The surplus water or that which falls on the road faster than natural drainage (capillary) can take care of it must be dealt with by art. A rounded surface and drains must take care of this.

The fact that the best roads are those built of water-bound macadam



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refutes completely the idea that a binder is not desirable. Water will not bind incoherent stone or sand, then we know there is clay or silt or some finely commingled material in water-bound macadam. Describing the method he would adopt in road building Mr. Winter ends up by saying "an inch or so of pure fine gravel sifted as fine as possible should form the surface." Now, I am sure Mr. Winter has not given much thought to that expression of a theory so peculiar. In the first place the covering recommended is too thin. Less than six inches for a surface dressing is not good practice. In the second place in "fine as possible" Mr. Winter comes very near admitting that the finer the particles the better coherence and smoother the surface.

The belief entertained by Mr. Winter that water will drain through a gravel road leaving none to freeze and expand is quite out of harmony with fact. There must be some of the water retained in the road and there are two well known causes for this, one is the law of capillary attraction, the other is gravitation; if indeed both phenomena are not manifestations of the same law.

There is no natural material one may use in road making that is free from the defect of having and holding water. Below the surface a little way every particle of rock or soil is coated with its film of water and even

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the supposed solid rock itself holds water within it which is known as interstitial water, and even the close and compact crystal of glassy quartz may have its pretty gem of occluded water in its heart. Mr. Winter's idea that gravel "is capable of resisting great pressure" requires some explanation. All grades are not alike, for their quality of resisting pressure must depend on the quality of the parent rock from which the gravel has been derived.

The road material found about here being derived mostly from slates and shales, crush easily hence we have such dusty roads. The pneumatic tyre can cause a pulverizing of the particles as readily as the steel tyre of the wagon or box cart.

Of all the discussion there has been on the subject of roads and road making no one has given the question of material a thought until Mr. Winter very thoughtfully refers to it. We ought to be giving this matter very careful enquiry for on the quality of material we use must depend success or failure of our building.

Yours truly,

ARTHUR ENGLISH.
St. John's, Aug. 31, 1924.

Ladies of refinement entrust their beauty to Ivory Soap with perfect confidence in its pure, mild, gently cleansing lather.—adv.t.

A Delightful Feature

"The Trail of the Lonesome Pine" Highly Praised by Majestic Patrons.

One of the sweetest romance-stories ever told on the screen is the Paramount picture, "The Trail of the Lonesome Pine," starring Mary Miles Minter, which opened at the Majestic Theatre with great success last night.

The star, in the role of a comely girl of the Cumberland mountains in Kentucky, is a leading figure of one of the most bloody family feuds ever waged. Antonio Moreno, in the leading man's role of John Hale, is prospecting for coal about the home of June Tolliver (Miss Minter). He finds the site promising and takes an option on the property and at the same time on the girl's heart.

Hale, as an officer of the law, arrests a member of June's family for

murder and in so doing rekindles the long smoldering feud existing between the Tolliver and Fallow families. In the fighting that ensues, Hale is wounded and cared for by June. The girl's love for Hale is the means of reconciling the Fallows and the Tollivers, and June and Hale are married.

The work of Miss Minter and Mr. Moreno is most commendable.

To-morrow, a general holiday, this splendid feature will be repeated and every lover of a good screen romance should see it. Note: The admission fee at the Majestic still continues the popular rate twenty cents.

Pearline for easy washing.—July 17, 1924

Labradorite

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Specially selected and extra well polished stone made into an assortment of Pendants—Bean, Oval and Square shape are the chief items in our new selection.

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You can get "Scrapple" hot or cold. See it in your grocer's window.

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