

THIRTY-SIX RIDERS IN SIX-DAY RACE

Annual Cycle Grind at Garden
Will Have Remarkable Field
of Entrants

New York, Nov. 10.—Eighteen high-class teams will face the starter in the coming six-day race at Madison Square Garden during the week of Nov. 30 to Dec. 6, making up the first real international contest in five years. Owing to the war, it was impossible during this period to bring the foreign cracks to this side, forcing the six-day race management to make up the field from good and bad American riders.

With at least six teams made up from the stars of the European tracks, Manager Young can find room for only twelve teams from the American talent, and only riders that have been "in the money" in six-day races will be selected. Many riders of exceptional ability have been developed, both here and abroad, since the war ended, which means that the coming race will be the most keenly contested in years.

Such stars as Goulet, Magin, McNamara, Madden, Hill, Hanley, Wiley, Coburn, Kopsky, and Champion Ray Eston are sure to represent America, but it will be no walk-over for them, with twelve of the best foreign men in the grind, among the better known riders being Egg, Brocco, Dupuy, Verri, Boloni, Girardengo, the Italian champion, Thys, winner of the Brussels race, and Spiesons and Buysse, the leading Belgian riders.

The foreign agent for the race has called a meeting for today in Paris, when terms will be offered the riders. Little trouble is expected in signing the men, as a foreign rider can double his income during the summer in Europe if he can win the New York race. Egg and Dupuy won the race in 1916 and were easily the biggest money getters in Europe the following two years. Egg has already agreed to terms, but insists on being paired with one of the leading foreign riders.

ROAD MACHINE ATTACKS THE LABOR SCARCITY

Some New Things Seen on a
Tour of Inspection Over Lincoln
Highway in New Jersey State

A representative group of road-builders and engineers from Ontario and Quebec recently made a tour of inspection over part of the Lincoln Highway through the State of New Jersey. In the course of the tour they were privileged in observing not only the quality and operation of work being done, but in viewing some of the latest mechanical devices in the building of cement pavements.

In this connection a concrete finishing machine which eliminates the labor of about five men was seen in operation on the above-mentioned highway. The machine, which is operated by a gasoline motor, has a tamping-board in front which stretches the full width of the twenty-foot roadway, resting on special steel rails over which it travels, and at the same time these rails perform the function of cement forms. This tamping-board moves rapidly up and down in a perpendicular motion, thus striking the stiff concrete mixture with sufficient force to achieve adequate packing of the materials.

Some road engineers are approving of a "stiff mix" for roadwork to make a stronger concrete pavement, it has been found difficult to finish the work by hand, but one operator and two helpers on this machine will do the work of eight or nine men when hand-finishing is employed. A belt at the rear of the apparatus moves back and forth across the packed concrete, which gives a smooth surface to the pavement, a photograph of which appears above. The machine will strike tamping and finish the pavement as fast as the material

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No Wheelbarrows Used.

Another unique piece of road machinery was a gravel and stone conveyor. The three or four stationary buckets rest on a steel frame, on which an endless belt revolves by means of a motor. When the mixer is ready for the next "batch" the bottom doors of the buckets, which are filled with sand and gravel, are opened, and this material falls on the revolving belt and is immediately conveyed into the skip of the mixer. Hence there are no wheelbarrows required to bring the gravel to the mixer, and no time is lost. The length of the carrier is about forty feet, and is moved along the road in front of the concrete mixer as the work progresses, by its own power.

The party expressed the opinion that this machine would dispense with about two to three laborers and reduce the en-

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Canada's Premier
Danseuse and a
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TODAY 2.30, 7, 8.40
Earle Williams in "The Hornet's Nest"
A Modern Mystery Drama

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Another Fine Chapter of "The Red Glove"
Coming Wed. and Thurs.
Alice Joyce in "The Winchester Woman"

ergy required in wheeling the gravel by 60 per cent, which meant a considerable elimination in physical labor, with the result of greater efficiency in the men employed.

Extensive Programme.

One travelling over the roads in almost any state of the United States is surprised to notice the extensive work being carried on. And the most remarkable feature is that the highways being built are of a most durable type. No expense is being spared to build first-class roads. It is the policy of the government to build substantial highways to take care of the traffic in cases of emergency, especially during a period of war. Some sections of the Lincoln Highway which the Toronto party viewed were being built at an expenditure of \$60,000 to \$70,000 per mile.

The New Jersey division of this transcontinental route is declared to be one of the heaviest-travelled and most important links in the system. Other divisions will pass through states whose area, population wealth, agricultural or even commercial development exceed those of New Jersey, yet none of them, it is stated, will bear the burden of such a mass of traffic as will daily flow back and forth between the metropolitan districts of New York city and Philadelphia. In proportion to its length, this portion of the highway will be the most congested thoroughfare in the United States, and probably the heaviest-travelled in the world.

The problem of paved concrete that the Canadian party viewed was eighteen feet wide, eight inches thick at the sides and 10½ inches in the centre, with a three-foot shoulder of crushed stone on the side.

Farmers Enthusiastic.

Several of the farmers interviewed expressed the opinion that a trunk road of the kind that was being built was a great boon to agricultural progress. They stated it even surpassed in importance the steam railroad, as a paved highway gave freer access at any time of the day and any period of the year for the farmer to haul his produce into the big cities, many miles distant.

Use Convict Labor.

It would require another article of the scope of this one to tell in detail of the interesting and effective manner in which the state highway authorities have achieved real economical results in the utilization of institutional labor in highway work. Hundreds of convicts from the State prison at Trenton, N. J., are utilized on the construction of this highway between the city of New Brunswick and Kingston Borough.

Unfortunately, at the present time, those seeking the Lincoln Highway from New York city must make the laborious and time-consuming journey across the Hudson River on a ferryboat. But a proposed vehicular tunnel will get rid of that impediment and motorists will be provided with a direct route from the metropolis to the transcontinental highway.

A slight fire in the dwelling at 81 Portland street, occupied by Charles McKinnin and W. J. Maxwell, was the cause of an alarm from box 142 about midnight. The North End department were immediately on the scene and the fire was out before much damage was done.

Thin, Nervous People Need Bitro-Phosphate

Weak, thin people—men or women—are nearly always nervous wrecks; thus conclusively proving that thinness, weakness, debility and neurosis are almost invariably due to nerve starvation. Feed your nerves and all these symptoms due to nerve starvation will disappear.

Eminent specialists state that one of the best things for the nerves is an organic phosphate known among druggists as Bitro-Phosphate, a fine-grained tablet of which should be taken with each meal. Being a genuine nerve builder and not a stimulant or habit-forming drug, Bitro-Phosphate can be safely taken by the weakest and most delicate sufferer, and the results following its use are often simply astonishing.

By strengthening the nerves, weak, tired people regain energy and vigor; thinness and angularity give way to plumpness and curves; sleep returns to the sleepless; confidence and cheerfulness replace debility and gloom; dull eyes become bright and pale, sunken cheeks regain the pink glow of health.

CAUTION.—Bitro-Phosphate, the use of which is inexpensive, also wonderfully promotes the assimilation of food, so much so, that many people report marked gains of weight in a few weeks. Those taking it who do not desire to put on flesh, should use extra care in avoiding fat-producing foods.

Although no definite arrangements have been made it is expected that Admiral Jellicoe, who landed yesterday in Victoria (B.C.) will visit St. John and address a joint meeting of the Navy League and the Canadian Club.

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Literary Digest "Topics of the Day".

British Government Official Weekly

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Today—LYRIC—Here's Fun TO START THE WEEK

THE LYRIC MUSICAL STOCK COMPANY

Present

"STOP, LOOK AND LISTEN"

A Sensational Railroad Comedy

Arrangements for a sparring exhibition were made at an executive meeting of the G. W. V. A. last evening. It was also decided that as many members as possible shall attend the meeting at the Imperial Theatre this evening. Arrangements are being made for a smoker next week.

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MUTT OLD DEAR, ARE YOU AN AMERICAN BORN CITIZEN?

I CERTAINLY AM. I WAS BORN IN CALIFORNIA.

SO YOU'RE A NATIVE SON, EH? WAS YOUR FATHER AN AMERICAN?

WELL, RATHER. HE WAS BORN IN VIRGINIA.

I TAKE IT THAT YOUR MOTHER WAS BORN IN THIS COUNTRY, TOO.

NO. IF MY MEMORY SERVES ME RIGHT MY MOTHER WAS BORN IN ENGLAND.

LET'S SEE. YOU WERE BORN IN CALIFORNIA. YOUR FATHER IN VIRGINIA, AND YOUR MOTHER IN ENGLAND.

THAT'S RIGHT!

MY GOODNESS, AIN'T IT REMARKABLE HOW YOU ALL GOT TOGETHER?