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THE ROADS OF THE WHOLE WORLD MUST BE REMADE

"Old Macadam Will No Longer Stand Strain of Automobile."

Nelson P. Lewis, chief engineer of the board of estimate of the borough of Manhattan, New York city, believes that the roads of every civilized country will have to be rebuilt because the old macadam, the best thing until now for highways, is unable to stand the grind of automobiles. Roads will have to be rebuilt to suit automobiles, because the automobile is a good thing for roads of the kind that can bear its peculiar pressure. Speaking on this subject recently, Mr. Lewis said:

"While I believe that only a bituminous substance, such as tar, asphalt or mineral oil, should be used as binding material for loose rock and sand in place of water and that all our roads should be relaid, as they must be sooner or later, many engineers seem to think that by spreading a cohesive mixture over the surface of the roads as they are will be all that is required. Some others believe that new macadam may be laid and the surface treated with this bituminous mixture. They assume that it will penetrate through and make the rock fittings fast.

"On one point there is no disagreement. It is that no roads anywhere except those newly built according to some of these more modern processes are able to withstand automobile traffic. When vehicles were drawn by horses the only damage done to the roads was by the horseshoes. The drawn vehicle was a benefit to the road, having the effect of a steam roller in packing and hardening the sand and clay.

"Everywhere the cry of bad roads is going up. We are no worse off than the rest of the world. It is a problem which now engages the serious attention of the French government, and England, which spent a hundred years in making her splendid highways, is now rebuilding them as fast as she can to accommodate them to new conditions.

"It is quite generally agreed that some form of bitumen is best adapted for this purpose.

"There are four general methods of using it:

"First.—Coating the surface to form, temporarily at least, a waterproof and dustless road.

"Second.—The penetration method, by which the bituminous matter is forced down into the broken stone, and sand or screenings are used to take up the excess of bitumen.

"Third.—The interposition of the bituminous mixture between the bottom course of stone and the top course, or new wearing surface, and the forcing of the upper course into the mixture, additional material being added to the surface to completely fill the interstices between the stones, while sand or screenings are applied to take up any excess upon the surface.

"Fourth.—The mixing method, under which the stone which is to form the wearing surface is thoroughly coated with the hot bituminous cement, with a proper amount of screenings and other fine material added to reduce the voids, the mixture being spread upon the road while hot, after which it is thoroughly rolled, as in the case of the ordinary asphalt pavement or bituminous macadam of the American type, the surface again being coated with sand or screenings, as in the other cases.

"Surface coating can be considered temporary or palliative only."

THE REWARD.

We sent our son to college.
We're tickled—yes, indeed!
The higher education
Has filled his every need.
It makes, past any doubting,
Success an easy thing.
A big league team, he tells us,
Will take him south this spring.

His mother hoped to see him
Well up in classic lore.
She rather leaned to writing,
But I had hoped for more.
What, pray, is bookish knowledge
Unto a pitching wing?
He'll train with the big leaguers
Down south this very spring.

It's cost us lots of trouble,
Not speaking of the cash;
But, since rewards come swiftly,
Repining would be rash.
The money and the worry—
It's all worth while, by jing!
A big league team will try him.
He trains down south this spring.
—Arthur Chapman in Denver Republican.

Bronx Zoo Enlarged.

Bronx park, New York, has added largely to its zoological collection during the last year. There are now 5,170 animals there.

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