

QUEENS COUNTY GAZETTE,

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Queens County Gazette.

GAGETOWN, N. B., AUGUST 24, 1898.

Roadmaking.

We give below a copy of an article on Roadmaking by A. W. Campbell, Provincial Road Commissioner of Toronto, Ont., which should be of interest to those engaged in roadmaking, repairing, etc.

The majority of roads as constructed are too flat to shed the water. The sides of the grade form square shoulders which obstruct the water from passing to the side drains. Drains of sufficient size are frequently made but no outlets provided; where this occurs they simply form receptacles for water which soaks into the roadway, and cause it to yield readily to the wheels. Proper outlets should be made for all drains, and these outlets should be obtained as frequently as possible. It is advisable to dispose of the water quickly after it falls and in small quantities; for this purpose all natural watercourses should be used. Deep open ditches provide good drainage, but are dangerous, unsightly, and expensive to maintain; shallow gutters with uniform falls are preferable. Where deep drainage is necessary, tile drains built under these gutters, sunk below the frost line, and provided with a proper out fall is more serviceable. When the ground becomes saturated the frost penetrates a depth of from two to four feet, causing considerable expansion, and when leaving creates voids which weaken the structure. Tile drains are constantly at work preventing largely this saturated, and removing the destructive action of the water and frost.

Crown.—Roads should be crowned so as to shed the water from the centre to the side drains, otherwise water will stand on the surface, soak into it, soften, and cause rapid wear and decay; but a crown higher than is necessary to properly drain the surface is also objectionable. A gravel road should be given a crown of about an inch of rise to each foot in width of grade from centre to the side. This is sufficient to properly shed the water if the surface is made hard and smooth. If a greater crown is given the tendency is to concentrate the traffic on the centre and cause greater wear; again, an excessive crown causes the load in turning out to be thrown on two wheels in such a way as to cut the sides of the road. The form of the crown should be as near circular as possible.

Gravel.—Where gravel of a good quality can be procured within easy hauling distance, it is undoubtedly a valuable material for country roads and residential streets. Where such gravel cannot be obtained within easy hauling distance, it will be well to consider the use of other material. If gravel had to be hauled a considerable distance it frequently does not prove the most economical; the first cost may be the lower, but the final cost greater than a high priced stone. Many municipalities are tearing poor gravel from five to ten miles; a first class metal could be supplied by rail at a little advance in first cost but much less expensive to maintain. Gravel has not very satisfactory qualities, especially when it contains a large amount of sand and earthy matter. Where much sand and earth are contained it should be removed by screening and the large stones broken. Foreign matter assists consolidation, and under traffic the mass quickly becomes smooth and hard. This remains during dry weather, but it readily attracts the moisture and permits the rain to pass down through the mass, weakening the bond and causing the metal to yield to wheels and create slush, mud, and ruts. Ruts form receptacles for water, the destroyer of roads. Gravel found in streams is usually of the best quality, as it can be washed by natural drainage. Lake gravel varies greatly; although usually of a good quality, the stones are much water worn, and difficult to consolidate by traffic, but contain enough clean sand to properly bond under a heavy roller.

Broken stone.—A good quality of broken stone is a much more durable material than gravel. The best stone is that which is tough, hard, and which will not readily decay by the action of the atmosphere. Field stone, stream, and pit boulders are to be found in abundance in a great many sections of the province. Generally this stone is of a good quality, but often contains a large percentage of 'weathered' sandstone and granites. Care should be taken to exclude these boulders which are soft and weathered. Some broken into cubical fragments will take on a mechanical grasp and a perfect bond formed by rolling without the assistance of foreign matter. This cannot be effected to the same degree with gravel or round pebbles. The stone should be

broken into sizes varying from one inch to two and one half inches. The largest stone should be placed in the bottom of the roadbed, and the smallest on top; this should be done in layers, the thickness of which should vary in proportion to the strength of roadway required. Each layer should be thoroughly rolled before the next is applied. A coating of the fine screenings produced should be placed on the surface of each layer to fill the voids. A watering cart should precede the roller. By keeping the surface moist, consolidation will be more readily and perfectly effected.

Width of Roadways.—Main or much travelled roads should be made 24 feet wide between the gutters. Roads leading into these and accommodating neighborhoods, or sections, and the next in importance should be 20 feet, and cross roads or concession roads but little used should be 18 feet. The metallic portion of the road should be from seven to ten feet in width, according to the importance of the road. The depth of gravel or stone must vary with the quality of the material, the amount and nature of traffic on the road, and the nature of the sub-soil. A dry, stony and compact sub-soil will need less metal than would a plastic clay difficult to drain. From six to ten inches of metal well consolidated will afford a sufficient range to accommodate the circumstances.

Rolling.—Heavy rollers have been but little used in this country. Municipal officials are fast becoming convinced of their usefulness, and within the past couple of years several have been purchased in the province and in every instance they are greatly appreciated. London, Stratford, Galt, St. Catharines, Brockville, Kingston, Ottawa, Toronto, and Niagara Falls are using steam rollers from ten to eighteen tons in weight, while a number of municipalities are using horse rollers from five to eight tons in weight. In order that the best results may be obtained rollers are indispensable. Material should be carefully selected and applied. It should then be compressed so that the whole mass would be joined to support the traffic instead of a few individual or disconnected particles. Grading machines are being extensively used on country roads, and have established their merits in performing the work for which they were intended, but the good results are largely lost in the absence of their counterpart, the roller. When the grader has finished its work the soil is left loose to be displaced readily under traffic and absorb moisture, whereas if thoroughly consolidated by rolling the full benefit would be realized. All machinery should be in charge of one man, the township supervisor, and the teams and men required to operate them should be employed by the council for that purpose and should be experienced.

Bridges and Culverts.—In every line of business it has been proven that durable work is the most satisfactory and economical. The construction and maintenance of temporary bridges and culverts is the greatest drain upon the funds of a municipality. Timber is perishable, and being exposed to constant change of wet and dry soon commences to lose its strength, when repairs are demanded and in a few years a renewal. A large amount of this must be done each year requiring a considerable expenditure, and this is perpetual, whereas, if durable material such as iron, stone, and concrete were used in a few years these structures would be completed and a very large saving effected in maintenance.

Wide tires.—Narrow tires produce ruts, wide tires produce a smooth and even surface; the one destroys the road the other preserves it. Narrow tires are almost universal in Ontario. Narrow tired wagons are the greatest destroyers of gravel and broken stone roads. Even with the traffic which is not excessive, our country roads will not be kept in a moderately good state as long as they are subjected to the damaging effect of narrow tires. It is contended that the draft is greater on wide tires, that they set in the ruts made by the narrow tires. This will be the case to some extent so long as narrow tires are commonly used, but these ruts would not exist if wide tires were general. It is further contended that wide tires come in contact with more loose stones on the surface of the road; with roads properly constructed and wide tires used loose stones would disappear. Tires on ordinary lumber wagons should be four inches wide, and this width should increase on all wagons designed to carry greater loads; such increase to be proportionate with the load. The reason largely that wide tires are not used in this country is that people are not accustomed to seeing them and studying their effect upon the roads. England and all progressive countries have laws regulating the width of tires according to the load the vehicle is intended to carry.

The Chinese Question.

If the statement published by the China Gazette has any foundation in fact, the situation is of the utmost gravity and may very speedily involve Great Britain in a war with Russia, if Britain prestige and the interests of British trade are to be preserved. The report is that Li Hung Chang, during his famous visit to Russia, promised that China would not place her customs under Russian control "when the interests of the two countries demand the change," and that at an early date the present Inspector General of Customs, Sir Robert Hart is to be sup-

erseded by M. Pavloff, the Russian d'affaires at Peking, who has recently conducted diplomatic negotiations with a very high hand with respect to railway matters. Sir Robert Hart has been in charge of the Chinese customs for many years; and only a few months ago an assurance was given by China that this important department would remain permanently under the control of a British official. The report of its being handed over to a Russian is at first sight incredible; but it is strictly in line with the series of diplomatic successes obtained by Russia since the war with Japan. Before the Li Hung Chang's famous visit to Russia, it was announced that his mission was to conclude an offensive and defensive alliance with the Czar, by which Port Arthur and Ta Lien Wan, would be ceded to Russia, and the former made the terminus of the Siberian railway, while Russia would supply officers and drill the troops in the northern provinces and would come to China's assistance whenever the occasion arose. At the time the conclusion of such a treaty was ridiculed, but after Li Hung Chang returned home the report of the treaty was renewed, and it has since been borne out to a considerable extent by the facts. Port Arthur and Ta Lien Wan have been leased to Russia, and the Siberian railway is to be continued from Vladivostok to Port Arthur. By way of counterbalancing, Great Britain has obtained a lease of Wei Hai Wei on similar terms, and has enlarged the territory she holds in the neighborhood Hong Kong. But M. Pavloff has successfully asserted Russia's right to supply instructors to the Chinese army in the northern province of Shan Si, and in railway matters his influence has been supreme.

The difference between English and Russian diplomacy in this matter is two fold. There is a difference of aim, and a difference of method. Great Britain aims at securing equal opportunity for all, and an open door for trade, believing that under these conditions her natural superiority will assert itself. Russia wants not trade, but territory. England's aim is to prevent China from falling to pieces, and to be allowed to trade in every part of the Chinese Empire. Russia wants to grab all she can, and during the past few months her sphere of influence she claims has grown by leaps and bounds. The difference in method is of a similar nature. While Great Britain relies upon public treaties and assurance officially given by the Tsung li Yamen or Board of Foreign Affairs, Russia proceeds by way of secret understandings backed up by threats. When the Tsung li Yamen grant a concession to British capitalists which M. Pavloff does not approve of, he threatens a declaration of war within a week, or the seizure of a province. These are arguments the Chinese cannot understand, and they have been effectual. The English policy of equal opportunity and an open door has failed. The Russian minister has blocked the project of English capitalists to build a railway, to Neu Chwang, which is the centre of important British trade interests, but in what Russia claims as her sphere of influence. On the other hand Russian and Belgian capitalists have obtained the right to build a railway from Peking to Hankau on the Yangtse Kiang, where Great Britain has long held her influence to be supreme, having obtained assurances from China that no territory in that region should be mortgaged, leased, or ceded to any other power. But Chinese assurances are a frail foundation to build upon. Promises have been made before and broken, as the Chinese diplomats said, owing to the undisguised threats of Russia. Russian assurances with respect to Port Arthur have also been dishonored on the plea that the imperative interests of China did not permit their fulfillment. Between the two Lord Salisbury has been fooled, and the English policy of equal opportunity and an open door has been frustrated. There seems nothing for it but for Great Britain to adopt the Russian policy, and the Russian methods—to let China understand plainly what her meaning is, and that it will be backed up by force if necessary; also, since trade with the whole Chinese Empire is an impossibility, and the partition of the fragments is not far off, to be as early as the rest in the scramble for territory.—Montreal Gazette.

Cost Of The War

WASHINGTON, Aug. 13—Although the war with Spain lasted only 114 days, it is estimated that it has cost the government so far \$150,000,000, of which, \$98,000,000 has been actually paid out of the treasury.

Beginning with March 1, when the first increases in the expenditures of the treasury in anticipation of war became apparent in the daily expenditures of the treasury, the actual disbursements on this account have been approximately as follows:

- March—Army \$600,000, navy \$2,400,000 total \$3,000,000.
- April—Army \$1,200,000, navy \$9,800,000, total \$11,000,000.
- May—Army \$12,000,000, navy \$7,000,000, total \$19,000,000.
- June—Army \$16,500,000, navy \$6,500,000, total \$23,000,000.
- July—Army \$29,500,000, navy \$5,500,000, total \$35,000,000.
- Aug.—Army \$5,500,000, navy \$1,500,000, total \$7,000,000.
- Total charged to war department \$98,000,000. Total charge to navy department \$300,000.

ment \$32,700,000, grand total \$98,000,000. The appropriations made by congress on account of the war aggregated about \$360,000,000, and cover the time to Jan. 1, 1899.

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Corbett's Father A Murderer.

San Francisco, Cal., Aug. 16.—R. J. Corbett, father of James J. Corbett, the heavyweight pugilist, this morning shot and killed his wife and then turned the weapon on himself with fatal effect. It is believed that the murderer was demented. He had been in extremely poor health for some time. Death was instantaneous in both cases.

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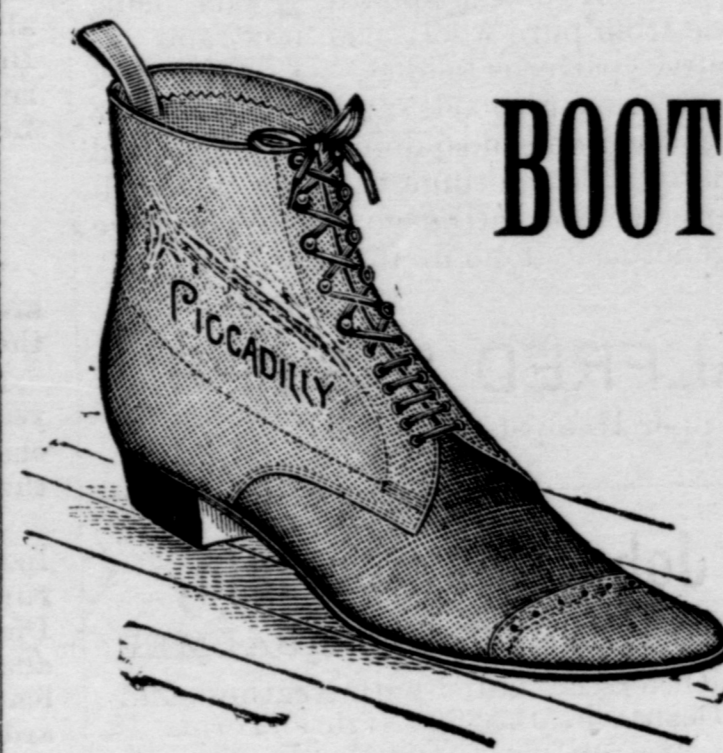
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