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DAILY HERALD

MONDAY, JUNE 7, 1909

ROAD MAKING.

Roadmaking is receiving a great deal of attention in England just now, and a county council's association was recently held at which valuable papers were read and important discussions took place. Much stress was laid upon the folly of permitting roads to get into bad shape before repairs were made. The London Times' report says:

In his paper on systematic patching, Mr. Pickering deals with one of the most important of all the questions concerning road costs that are most urgent, least attended to, and least recognized as a governing factor in cost and comfort. Mr. Pickering recognizes the importance of patching from the day of completion of a new road surface and he recognizes the importance and life-giving value of patching done by men who have been taught to look upon it as the work of a pavior, and not as one who merely has to throw a little or a lot of road surface material here and there almost as though the work were of no importance. The lack of appreciation of the value of intelligent patching is bad enough on macadam roads, where it has become more than ever necessary on steamroller made surfaces, but it is still worse on wood pavements, where a road is paved and then allowed to get into a state in which every defective block becomes an infective centre of destruction. A wood-paved road needs careful inspection from a month or two after its completion for the detection of every block bad for any reason, and these (with proper alliances which can be devised instead of by the brute force and pick-axe methods at present employed) should be at once removed and replaced.

In explanation of the increased cost of highway maintenance and the generally unsatisfactory condition of the roads it was pointed out that the great increase of population and the larger per capita distribution of goods prevalent now accounts very largely for these things even without taking into account the extra wear and tear resulting from rapid motor traffic. The injury done by the latter is not wholly due to speed, but to the heavy weight of motor vehicles which is very much greater than that of horse-drawn vehicles which move rapidly. It is very evident that a heavy car, travelling at 25 or 30 miles an hour, would do a great deal more injury to a road than a carriage drawn by a horse moving at as rapid a speed as a horse can go, and vastly more damage than a slow-moving, heavily laden horse truck. Mr. J. A. Brodie of Liverpool, gave his experience with the use of macadam. We quote from the Times on this point:

As an example of Mr. Brodie's proposed standard, he gave figures showing that with Penmaenmawr and other Carnarvonshire stone, heavy traffic streets paved with dressed sets 6x6 in. on a concrete bed with small sand bed and joints thoroughly raked with hard shingle and grouted with permanent pitch mixture, which prevents any movement of the stones and renders the whole surface impervious to weather, give a life equal to at least 7 1/2 million tons per yard width—that is, a life of from 25 to 30 years without important repairs.

At the same rate the life of the similar but shallower 4 in. deep sett construction would, in a street having a traffic of 60,000 tons per yard width per annum, have a life of 100 years. Ordinary macadam of the same stone only gives a life corresponding to 100,000 tons per year; while the same material used in pitch macadam in which every stone at the surface is held up to its work firmly encased so that no movement and stone wearing stone can occur, will have a life of at least 750,000 tons per yard width, or 7 1/2 times that of ordinary macadam. Mr. Brodie described a further experiment—namely, with macadam concrete blocks, which have given excellent results in a street having 250,000 tons of traffic per yard width; but one of the most promising-making experiments he has made is with what he calls a small stone surface. This is a surface made with 2 1/2 in. cubes of the same stone, which he can obtain at very slightly greater cost than that of the same stone for ordinary macadam. These stones are hand-laid on a depth of small broken stone on a bed of concrete. The broken material of the bed is grouted with the pitch mixture used in Liverpool, and the joints of the surface are raked with small hard shingle and the pitch, and this is expected to have a life of 30 years under the average conditions of traffic on county roads. It must be noted that in the tonnage records which Mr. Brodie uses, the weight of the horses is not counted, but it is obvious that this weight should come into the account as well as the weight on the vehicle wheels.

We suggest that some of the points brought out in the discussion at the

above mentioned association may be well worth consideration by our municipal officials. The experience of English cities, where the climate is not very dissimilar to ours ought to be an excellent guide.

CURRENT COMMENT.

A few remarks from the Hon. J. King Pinder on "responsible local self government as observed by Premier Hazen" would be of interest at the present time.

The Tory St. John Standard devoted less than two inches of editorial space to Mr. O. S. Crockett's club room speech, while the Gleaner of this city, with its characteristic generosity gave him over half a column. As far as can be learned neither the London Times nor Paris Temps took any notice of Mr. Crockett's utterances.

Woodstock, Ont., Sentinel-Review: Applications for old age annuities totalling a quarter of a million have already been received by the government. It is satisfactory to learn that the effort to encourage people to help themselves is meeting with such a ready response. It is an excellent undertaking, and the better the proposal is understood the more willing the public is likely to be to take advantage of it.

Kingston Whig: In England the Conservatives gave Ireland a Catholic university, and made common cause with the Anglicans and Catholics in providing State aid to denominational schools. There was no cry from Dr. Sproul to the effect that the freedom of the people was in peril which, if approved, will not disturb the political equilibrium since there is no prospect of one reaching the throne who will be affected by the coronation oath in its altered or unaltered condition.

MILITARY NOTES.

The two soldiers, Oddie and Woods, who were recently sentenced to eight and nine months respectively, in the county jail, have been taken to that institution to serve out their sentences. The confirmation of the finding of the recent court martial on Private Smith has not yet been received from Ottawa. The conduct of the men at this depot has been exceptionally good during the couple of years they have been in this city. It would be hard to find a large company of men anywhere whose general conduct is any better. The officers and men of the R.C.R. in this city are to be congratulated on the general good conduct at the depot. The soldiers had field practice at St. Mary's this morning and made a good turnout.

BICYCLING ACCIDENT.

Harry Wilson, son of Mr. T. Amos Wilson, was the victim of a painful accident on Queen street this morning. He was riding his bicycle on Queen street in front of the Normal school, and collided with another wheel ridden by Edward Belliveau, and going in an opposite direction. In the mixup the Wilson boy had his right arm fractured at the wrist. He was removed to his home in a carriage, and the broken bone was reset by Dr. Atherton. The collision was caused by both boys turning out the wrong way at the wrong time.

GOING TO THE TOBIQUE.

Dr. Robert Bliss Howard, son-in-law of Lord Strathcona, sailed from Liverpool last Friday, on the Empress of Britain. He will disembark at Rimouski and come to Fredericton en route for the Tobique, where he will remain four or five weeks on a fishing trip. He will be accompanied by his brother, Dr. Campbell Howard.

TRUTHFUL FISHERMEN.

A well known local druggist and an accountant recently spent a day whipping the Nashuaak for trout. Their total catch consisted of 3 suckers, and they frankly acknowledged the cord on their return. Most fishermen have a tendency to exaggerate but these gentlemen are not "built that way."

THE NEW TIME TABLE.

It is understood that the new C.P.R. time table does not meet with the cordial approval of the railway committee of the Board of Trade. Secretary Dibble has taken the matter up with Supt. Downie and is hopeful of securing some slight modifications.

Mrs. T. H. Bullock, of St. John, spent Sunday here the guest of her brother, Mayor Chestnut.

Man's Chauffeur Arrested.

Niagara Falls, Ont., June 5.—Geo. Seagel, chauffeur for D. D. Mann of the Canadian Northern, was arrested here last night by Chief of Police Officer McNamara on information from the Toronto police, charging him with causing bodily harm to several girls while on a "joy ride" in Toronto a week ago. He will be taken to Toronto to-day.

Resents Slur on His Country.

Bryn Mawr, Pa., June 5.—Resenting a statement by President David Starr Jordan of Lehigh-Stamford University in the course of a lecture, that "France, by her own confessions is a weak and decadent nation," Prof. Lucien Foulet, instructor in French literature, arose and shouting, "It is not so," left the room.

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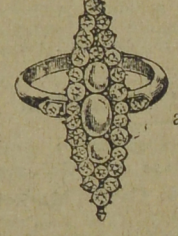
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PING PONGS

The Boston Ping Pong Co. have opened their new studio at 474 Queen street, next door above the Misses Young's Millinery store. They are giving two and a half dozen Ping Pong Photographs taken in five different positions for 25 cents. These are not for young people only, but fathers, mothers and grandmothers. Your children and friends would like to have your photo, perhaps after you are dead, they would have a plain picture to have enlarged. When they cost so little you cannot afford to be without having some. Everybody is invited to call and inspect their work. Specialty of taking babies photos. Mothers, bring your babies any day except Saturday, as that day the time has to be devoted to older ones. You can get as good a picture on a dark day as on a fine day.

474 Queen St., Fredericton

Middlemore Childrens Emigration Homes

Any person wishing to adopt a boy will please apply to the undersigned, Mr. Jackson, manager of the above institution, who expects to be in Fredericton on or about June 7th, is bringing with him for adoption 4 boys ranging from 4 to 7 years. In addition to the children years, in addition to the children for whom application have been made. HENRY B. RAINSFORD. Fredericton, 25th May, 1909. May 26, dtl.

CANADIAN PACIFIC

Homeseekers' Excursions

May 5 and 19	Second-Class Trip Tickets Issued From FREDERICTON TO
June 2, 16 & 30	Winnipeg \$32.95
July 14 and 28	Brandon 34.95
Aug. 11 and 25	Regina 39.45
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Return Limit Two Months From Date of Issue

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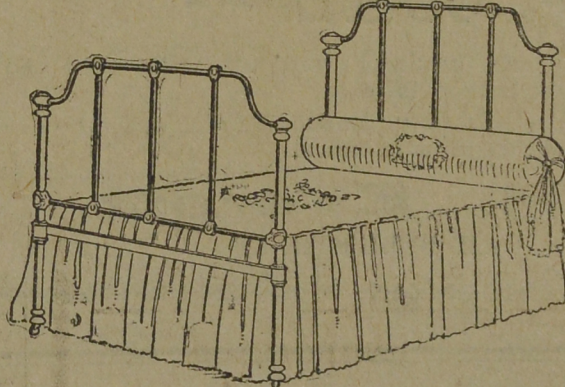
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