

# CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

## What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Purgative, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Bears the Signature of

*Chas. H. Fletcher*

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Tom Cronise

## PHOTOGRAPHER

Salem, Oregon

## HOW TO BUILD MACADAM ROAD

Macadam's road is a thing of the past. In fact, the road of the kind built by the Scotchman John Loudon Macadam and named in his honor has been obsolete in this country for some time.

Macadam knew nothing of machine broken stone, and he did not dream that a broken stone roadway could be made as smooth as a billiard table by the use of steam road rollers.

In these days when we speak of a macadam road we mean a road with the following characteristics:

A road with easy gradients, usually not exceeding a five foot rise in 100 feet of length.

A road with drainage appliances so perfect that substantially no water reaches the broken stone from below.

A road with a foundation consisting of either the natural soil, if suitable, otherwise of artificially placed gravel or unbroken stone, so that the foundation with the superimposed broken stone will have sufficient strength to distribute over the underlying soil any load to which the road is likely to be subjected.

A road with a wearing surface of two or more layers of broken stone, small in size, those at the bottom usually not more than two and one-half inches in diameter and those at the top generally varying from one and one-quarter inches to one-half inch in diameter, each course or layer carefully spread, uniform in depth and rolled thoroughly with a steam road roller before the next course is placed. By this process, the rolling being done on thin layers, the stones become thoroughly compacted and the void spaces or interstices between the stones are largely eliminated. The final process consists in spreading over the surface of the upper layer of broken stone a thin covering of the screenings which result from the machine breaking of the stones and which contain a considerable proportion of fine dust, then flushing or grouting the screenings into such voids as remain between the broken stone and rolling the road with the steam roller.

So far as the treatment of macadam roads is concerned, the remedy seems to be in the application of protective coats or coverings of a bituminous nature.

Before any of the bituminous materials are applied it is essential that the road surface be evened up and patched where necessary, rolled and swept clean of all dust. The bituminous materials are then applied hot to the road surface by means of spraying machines or gravity distributors or by hand in quantities varying from one-quarter to three-quarters of a gallon to the square yard and immediately covered evenly with sand, fine gravel or broken stone screenings.

The annual maintenance will be merely the cost of renewing the covering, probably from 4 cents to 5 cents per square yard per annum. By this method no wear whatever will take place on the broken stone, and in a sense that portion of the ordinary macadam road which takes the wear will thereafter be only a foundation for the bituminous wearing coat.

The protective coat referred to would probably be inadequate for traffic, and the introduction of bituminous binders into the voids between the broken stones would be necessary.

A good deal of work of this sort is being done now in an experimental way by mixing the bituminous material with the broken stone before it is placed on the roadway or by grouting the bituminous material into the spaces between and around the broken stone after it has been placed and partially rolled.

The cost of the ordinary macadam road is probably from 20 to 50 cents per square yard, and the roadway will require a protective covering at least as often as once in two years. It would be economical to rely upon the protective covering and to omit the bituminous material from the voids between the stone while the traffic remains as at present.

### Saved at Death's Door.

The door of death seemed ready to open for Murray W. Ayers, of Transit Bridge, N. Y., when his life was wonderfully saved. "I was in a dreadful condition," he writes, "my skin was almost yellow; eyes sunken; tongue coated; emaciated from losing forty pounds, growing weaker daily. Virulent liver trouble pulling me down to death in spite of doctors. Then that matchless medicine—Electric Bitters—cured me. I regained the forty pounds lost and now am well and strong." For all stomach, liver and kidney troubles they're supreme. 50c at all druggists.

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