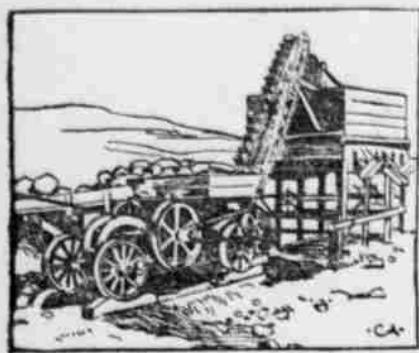


MACON'S MODEL ROAD

CONSTRUCTION OF FIVE MILE HIGHWAY IN A MISSOURI TOWN.

The Roadbed is Nearly as Hard as Solid Stone and Will Stand Years of Heavy Wear—The Cost Nearly \$5,000 a Mile.

The model road building at Macon, Mo., by government engineers promises to revolutionize country highway building in this part of the state, says a Macon correspondent of the Kansas City Star. Steps have already been taken to add several miles to the road. By the middle of next summer the town will have a five mile stretch of continuous roadway from north to south. The point selected for the model road is just south of the paved boulevard which extends nearly down to Blee's Military academy. The government work begins there and passes



A ROCK CRUSHER.

directly in front of the academy and along a stretch of country nearly as smooth as the top of a billiard table.

The rock crusher, which is the important machine of the outfit, is located midway of the work. At the time the construction began a great hill of hard limestone was deposited near the crusher. From the crusher the rock is carried to a revolving screen, which separates it into the three classes used. The power is supplied by an ordinary traction engine. A 20,000 pound steam roller passes over the road constantly, smoothing down the surface until it is nearly as hard as solid rock. The pressure is equivalent to about 425 pounds to the square inch.

D. G. Halre, the expert in charge of the construction, says that any country whose land is worth from \$50 to \$40 an acre can afford good rock roads.

"The permanent road is the cheapest road," said Mr. Halre. "At the outset it looks like a tremendous expense when compared with country methods of building highways, but in the long run the road rock will pay for itself over and over again. In some sections where we have built such roads the advanced price of land has nearly paid the expense in one year. A farming community to be prosperous must be able to reach the market in bad weather as well as good. The well constructed highways make it a matter of indifference whether it rains or not. Another thing, and it is an important one, investors from the east will hardly look at a country where the highways are full of mudholes. They have been used to good rock roads and would not feel at home without them."

The first mile of a country highway constructed according to government plans may cost anywhere from \$4,000 to \$7,000. The expense is governed by the distance of the quarry from the road, the price of labor, etc. The second mile, however, can be built cheaper, because by that time the men and teams are more familiar with the work and can accomplish a greater amount in less time. The method employed by the government in its object lesson roads is as follows:

In the first place, a smooth, hard subgrade is prepared, with solid shoulders at the side to hold the grading material firmly in place. The subgrade is of the same contour that the completed road will be. The rock is crushed and screened in three different sizes, the largest from two to two and a half inches in diameter, the next about an inch or an inch and a quarter, the third fine pieces, known as "screen dust." This latter is used for filling and binding the surface. The largest rock is laid on the bottom, the intermediate comes next and the dust goes on top. It is hammered into all the spaces between the larger rock. Each course is rolled several times by the large steam roller. Water is used freely when applying the fine stone. A sprinkling cart precedes the roller, which follows along, creating a wave of cement. The finished road is nearly as smooth and hard as solid stone and as the subgrade is impervious to water it is practically indestructible. Twelve feet is the average width of a government road.

Good Roads and Wide Tires.

There is a growing sentiment in Pennsylvania, which gains strength with the building of every mile of improved highway, to protect the permanence of the good work that is being accomplished by means of a wide tire law. Such a measure should be enacted by the next legislature, says the Good Roads Magazine. The statement that the farmers object on the score of expense or on other pleas draws a picture of a class of farmers which is emphatically not the "backbone of the nation," as our early orators used to designate the tillers of the soil, for the intelligent, wide awake, clear headed man, whose judgment is sound, whose vote is invariably in the line of progress and whose opinions are respected by his neighbors and whose barns are painted, stock well fed and balance at the end of the year on the right side, has in most instances already adopted wide tires as a matter of economy. For any legislator to oppose such a regulation on behalf of his constituents is an added argument for compulsory education.

HOW THE TIGER KILLS.

Never Faces His Prey, but Attacks It on the Flank.

I have taken considerable trouble to find out how tigers kill large game. Some time ago I was asked to come and see a full grown bullock that had been killed by a tiger. On examining it I found the animal had its neck broken, and there were claw marks on the nose and shoulder, but nowhere else. There was no doubt that the tiger had jumped at the bull and landed on the shoulder, and when the bull turned his head to gore the tiger he must have put his claw out and with a sudden jerk broken the neck.

On another occasion I went to see a young buffalo which had been killed by a tiger and found the same thing had happened. There were similar marks on the nose and also on the near shoulder, which clearly indicated that the animal had been killed in the same way. Malays who have actually seen a tiger killing a buffalo told me they saw the same thing happen; also that in dragging off a heavy carcass, such as buffalo or bull, he gets most of the weight across his shoulder.

This must be fairly correct, as I have often followed a kill, and the marks left indicate that only a portion of the animal was trailing along the ground. I have known a full grown bull, which two men could not move dragged for two miles by a tiger in a heavy jungle, where roots of trees and swamp had to be gone through. In no case have I seen the pug marks facing the wrong way except when stopping to feed, which proves he must carry a portion of the animal over his shoulder.

The old idea of a tiger killing large game by a blow from his paw is nonsense; besides, in India a tiger never faces his prey, but attacks him on the flank unless charged. Another curious fact that may seem very like a fairy tale is that a tiger does not seem to mind a small lamp being tied over a kill about ten feet high, but will come and feed. I have known three occasions when this has been tried, and each time a tiger has come to feed upon the carcass.—London Field.

BRITISH BRIEFS.

England's first representative parliament assembled in 1265.

Caesar conquered Britain in the year 55 B. C. The Roman occupation continued nearly 500 years, or until 410 A. D.

In 1679 was passed the habeas corpus act, which, along with the right of trial by jury, is the great bulwark of Anglo-Saxon liberty.

The great plague was introduced into London in 1664 by bales of cotton imported from Holland; 100,000 persons succumbed to the disease in one year.

Cromwell's long parliament assembled in 1640; Charles I. was beheaded Jan. 30, 1649, and Cromwell became lord protector in 1653. In 1689 the Stuarts were restored to the throne.

Westminster abbey, where the kings and queens of Great Britain are crowned, was originally a Benedictine monastery. It was founded by Sebert, king of the East Saxons, about 616.

Byes on Bills.

Among the humorous memories connected with English judges is one of Justice Byes and his horse. This eminent jurist was well known in his profession for his work on "Bills," and as this gave a fine opportunity for alteration his associates were accustomed to bestow the name on the horse, which was but a sorry steed. "There goes Byes on Bills," they took pleasure in saying, and as the judge rode out every afternoon they indulged daily in their little joke. But the truth was that the horse had another name, known only to the master and his man, and when a too curious client inquired as to the judge's whereabouts he was told by the servant, with a clear conscience, that "master was out on Business."

The Bengali.

The Bengali has the best brains of all the peoples in India and the readiest tongue. His memory is prodigious and his fertility in talk inexhaustible. He is something of an Irishman, something of an Italian, something of a Jew—if one can conceive an Irishman who would run away from a fight instead of running into it, an Italian without a sense of beauty and a Jew who would not risk 15 on the chance of making 100. He is very clever, but his cleverness does not lead him far on the road to achievement, for when it comes to doing, rather than talking, he is easily passed by people of far inferior ability.—London Standard.

Resources of Genius.

The editor looked over the manuscript submitted by the village poet and frowned.

"Here is one line," he said, "in which you speak of the music of the elder press." How would you undertake to imitate the "music" of the elder press?" "I should think it might be done with a juice harp," answered the poet.—Chicago Tribune.

The Soft Answer.

"If nature had made me an ostrich," said old Grouch, "I suppose I could eat your cooking." "Wouldn't that be nice?" answered his imperturbable spouse. "Then I could get some plumes for my hat."—Boston Transcript.

The Second in Command.

Stranger (sarcastically)—Are you the boss here? Office Boy—No; there's another office boy above me.—New York Press.

MEADOW ROAD WORK

DETAILS OF A SUCCESSFUL EXPERIMENT IN NEW JERSEY.

How an Engineer Built a Highway That Was Topped Several Times by Storm Tides, but Withstood Them Splendidly.

Stillwell H. Townsend, the engineer who was asked by the board of freeholders of Cape May county, N. J., to prepare plans for the building of a state aid road across the meadow from Rio Grande to Holly Beach, thus tells in the Good Roads Magazine how the new road was constructed:

As we had no thought of elevating above storm tides, the prominent idea to be kept in view was the use of materials that would stand the wash. The route to be followed had been abandoned about fifteen years. Previous to that time it had been used for a few years as a means of travel to and from the Five Mile beach. When this was built about one half of the distance was laid crosswise with cedar slabs, and the other half with small poles and then a very light coat of upland soil.

As a means of securing a foundation large gum trees, with two opposite sides flattened, were laid lengthwise. One was placed in the center, the other two about under the wheel ruts. Across these were laid poles about three inches in diameter at the small end, the space between the stringers having first been filled with mud. Over the ends of the poles at each side were placed curb planks 2 by 6 inches. These planks were securely fastened, edge up, to cedar piles driven six feet into the meadow and projecting four feet above the planks. These same planks were placed eight feet from the center line, thus giving us a sixteen foot driveway. A mud bank was carefully thrown up on each side against the outside of the planks and thoroughly compacted. The meadow grass grows through this, making it more secure. A line of mud about two feet wide was placed on the inside of the planks and compacted, thus making an almost water tight trough. The remaining space between the curb planks was filled with upland soil to a level with the outside planks. Over this soil we used oyster shells, three bushels to the square yard, 27,000 bushels in all. Over the shells before they were ground up was spread a coat of good gravel. This gave us an elevation of about fourteen inches above the highest meadow passed over and above tides except very severe northeast storms. It has been topped several times since it was completed by storm tides, but it has withstood them beyond all expectations.

One mistake was made in not giving the road more crown before the shells were spread. I consider shells one of the best materials that can be used on meadow roads, with just enough gravel to bind them together. They will thus withstand any amount of wash. A year ago last October we began the rebuilding of the Beesley's Point and Ocean City turnpike, 1.75 miles across salt meadow. There had been a road on this same route for about twenty years. During that time all but 1,000 feet of it had been poled three times. Large trees had been cut and laid lengthwise and poles nine feet long laid across them, butting in the middle. In some places this construction had settled four feet.

In constructing this road only 1,875 feet were repoled. This was done by placing six pine tree stringers lengthwise and poles nine feet long crosswise over them, butting in the middle. We placed a double curb plank on each side the entire length of the meadow road in the following manner: Curb planks 2 by 6 inches were placed eight feet each side of the center line, securely fastened to cedar posts driven four feet into the old roadbed. Four feet beyond this curb (outside the old roadbed) were placed 2 by 18 inch curb planks, securely fastened to cedar piles, driven eight feet into the meadow and projecting four feet above the top of the planks. The inner posts and outer piles were securely tied together; the four foot space between the curb plank was filled with mud and thoroughly compacted by ramming and after setting again filled and rammed. Before the road was finished these mud banks were covered with gravel, thus making a splendid bicycle path on each side. The space between the inner curb was filled with upland soil and after being thoroughly compacted stood four inches in the center above the top of the inner curb planks. These were set to grade. The road was then covered with 26,000 bushels of oyster shells, spread when the bed was not too soft from rain or any other cause. As soon as the shells were spread a thin coat of Buck Hill gravel was spread over them. This was followed by a 1,500 pound roller, making the shells and gravel into one compacted mass. After the entire length had been covered in this manner it was again gone over with a second coat, making in all about five inches of loose gravel used on the shells.

One inch above the top of the inner curb plank was placed a cedar plank 2 by 6 inches and fastened to the top of the posts holding the lower curb. When the heavy storm tides sweep over the road some of the crown is in danger of being carried off. These planks were placed there as a protection to the exposed side and to catch what might otherwise go entirely off the road. So far this protecting curb has answered the purpose.

In building meadow roads where it is not intended to elevate above the tides by filling it until all settling has been overcome the chief aim should be to use materials that will make a solid foundation, stand the wash and at the same time not overload the meadow and cause it to settle.

THE LITTLE PIGS.

Hints on Handling the Mother Hog and Her New Family.

In very cold weather it may be necessary for a few days to remove the pigs to a warm place after they have suckled to prevent chilling. As newborn pigs suckle as often as every two hours during the day, this entails considerable inconvenience, but it is time well spent and may mean the difference between profit and loss to the breeder. The pigs are soon able to fight their battles with the cold unaided by any but their own warmth and that of the dam.

For the first twenty-four hours the sow should, as a rule, have no feed and will need none. If, however, she shows signs of hunger a thin slop of bran and shorts or a thin oatmeal gruel may be given. Tepid water should be given to drink as the sow wants it. Never give cold water. The feeding for the first three or four days should be light and rarely given, and the time consumed in getting the sow on full feed should be from a week to ten days, depending on the size and thrift of the litter. The first feed should be very light and in the form of the thin, warm slop already mentioned, working gradually to full feed.

No time should be lost after farrowing in getting the sow into the open air. Of course when pigs are farrowed during the cold months care will be needed, and it may be necessary to let the pigs reach the age of two weeks before turning them out. They can, however, get considerable exercise in the piggery or in the lot with the sow, and there is often a lot adjoining a barn that is sunny and sheltered from cold winds where the new family may be turned for exercise. Avoid particularly allowing the pigs to run out during a cold rain. They are especially tender during the first weeks.—G. M. Rommel.

Broncho and Mustang.

The broncho and the mustang are practically the same type, the only difference being, as a cowboy recently expressed it, that "a mustang has a little the most devil in him." The broncho, in the strict sense of the term, is a cross between the mustang and a horse of any domestic type, says D. H. Stovall in an exchange. When it comes to all around work the broncho is certainly "all there." He will work like a demon wherever he is put. He will pull all day at the business end of a plow and still have energy enough left to kick the gable end out of the stable when night comes.

The Shetland Pony.

The demand for Shetland ponies continues unabated, according to Breeder's Gazette. One prominent breeder who owns around 400 head states that he never knew the trade so good and that he is able to sell all surplus as soon as he is willing to let it go at practically his own price.

THE SHEPHERD

Fleeces uniform in quality and length of staple are most desirable for manufacturing purposes. Consequently if we wish to produce wool most desirable for the manufacturer we must not cross indiscriminately, but by systematic grading up with some definite breed of sheep produce a more even grade of wool throughout the fleece.

The Dandy Little Southdown. At all the English shows the dandy little Southdown takes the lead among the short wool breeds, writes the English correspondent of Breeder's Gazette. From their extreme sweetness in appearance as well as the fact that their mutton runs highest in the market, these beautiful sheep appear to hold visitors in the most profound admiration. At Norwich, Birmingham and Smithfield the display of this breed was, to say the least of it, most satisfactory. The royal flock from Sandringham invariably comes well to the front at these shows, and 1905 witnessed quite extra good sheep from that famous fold.

The Boom Dissolving!

The boom atmosphere has disappeared in the sheep and lamb market, according to a Chicago exchange. Prices are still high, but the summit has evidently been reached. Trade experts contend that there is a limit to everything, even to the advance in mutton. The "Know How" With Sheep. Some men find it profitable to feed sheep simply because they are possessed of the "know how" of the business, and some of them hint that one man can know this as well as another if he will only put himself in a position to learn.

Gentle Handling Is a Winner. No hogs or other stock should be allowed to run with the flock or in any way annoy or frighten them. Quiet, gentle and familiar handling of the flock will have a good influence on the coming crop of lambs. No class of stock is more susceptible to kind treatment than sheep, and it is a pleasure as well as profitable to handle them so.

Lamb Chops. Look out for early lambs; see that they do not get chilled. Separate the heavy ewes from the rest of the flock and see that there are no drafts to affect them in the pens. The pen should be warm and dry and if possible have windows facing the south, so that the sun can shine in.

If lambs become chilled they can be warmed in hot water and then dried by being wrapped in a towel and placed by a stove.

If the ewe does not own the lamb she can be fastened in a rack or so tied that the lamb can suck when hungry.—Farm Journal.



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