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A NOTE OF LIFE.

Who it is as you find it—Black or leaning sky. Smile and never mind it—Little time to sigh.

BILLY GORDON.

"Our mate was a man anyway!" cried Hilliard.

"What'd you mean?" said Loker solemnly.

"E wiped me over the eye with a stopper and nigh blinded me. If I 'adn't bin a poor man, I'd 'ave 'ad the law on 'im."

"You'd 'ave 'ad thunder," said Hilliard, and he turned to the others.

"I was shuttin' of it," said the other man. "Do you want me to shut it when I'm on'y 'arf in or outside, mate?"

"No, but it's that cold it would freeze the toes off of a North sea pilot, and I'm just on the Mediterranean."

"I'm on the Mediterranean," said Hilliard, "and I'm on the Mediterranean."

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ROADWAYS OF STEEL.

GOOD POINTS CLAIMED FOR THIS STYLE OF HIGHWAY.

Practical Test of Its Merits Gives Excellent Results—Loads and Speed Nearly Doubled—Free From Dust and Mud and Very Durable.

An interesting experiment with the use of steel trackways is reported from Illinois, where 100 miles of steel road was laid in public highway and tested with all kinds of traffic for 18 months.

The road was first suitably graded. The rails were a quarter inch flange, 8 inches wide, with a downward flange of 3 inches on either side and an upward flange of an inch on the outer side to keep the wheels on.

They were laid on the crown of the grade and pressed into the soil to the depth of the flange until the soil supported the rail. The downward flanges held the rails in place and rendered ties unnecessary.

Fishplate fasteners then, together securing continuity. For the heavier traffic was removed between the rails to a depth of five inches and gravel put in. A mile of this kind of road requires about 60 tons of steel, at a cost in quantities of less than \$2,000. A cubic yard of gravel is needed per rod.

This piece of roadway gave good results that the following claims are made as to its merits: First, riding over it; second, reduction of wear and tear on vehicles, there being no jolting, twisting or irregular strains; third, saving of time, and a team can trot on it with a heavier load than they can walk with on a dirt road; fourth, it is extremely durable; fifth, it is very free from dust, and does not promote the spread of disease; sixth, its first cost is reasonable and its maintenance easy; seventh, it will facilitate traveling and make free postal delivery possible in rural districts; eighth, it is a perfect bicycle road; ninth, it is a first class motor carriage road.

In order to learn what resistance to the movement of vehicles steel plates would offer some traction tests were made in Pittsburg, and it was found that the force required to move one ton on them was but 34 pounds. This is an exceedingly low figure, being but one-eighth of that required on gravel, one-fourth of that required on macadam and one-third of that required on good earth.

It is claimed, however, that much narrower rails, only three-eighths by one inch, can be used satisfactorily in connection with macadam, and that a simple bar gate will keep an unladen wheel track on a one inch rail. Such rails would add but from \$500 to \$700 per mile to the cost of macadam, allowing for the stone displaced, would carry a traffic of 500 vehicles a day for eight years and reduce the cost of maintenance. The stone road could be narrower, because one line of wagons of a single wheel track and both lines of a double track are kept to the extreme edge of the road, and wagons on rails can vary but one-quarter inch from a straight line, while wagons guided by a driver require several feet of sea room.

The traction tests show that loads could be doubled, speed nearly doubled, and crops taken to market with about one-fifth the number of trips needed on the average at present. The cost of haulage would be enormously reduced and the road would be self-maintaining. It is the gravel surface, or track, that produces these results and makes it possible to utilize all the possible efficiency of the road.

It is claimed for them—and there seems to be no reason why they should not—it is very important that it should be known and understood at the earliest possible moment in order that advantage of them may be taken another year. To this end it is desirable that exhaustive experiments be made and the results published. General Stone is understood to be in favor of them. On his tests, reports and recommendations much will depend.

TOLL ROADS OUT OF DATE.

They Are Not in Accord With Modern Ideas of Government.

The passing of toll roads is bound to be a thing of the very distant future. Concerning it in Canada, the Montreal Gazette says: "The movement in our country for permanent roads and bridges is commended as pointing in the right direction. The turnpike trust is an ancient corporation which has done good work in its time, but it is not in accord with modern ideas of government and administration. The plan of raising revenue for road repairs by means of tolls is now recognized as being entirely wasteful and expensive and is fast going out of use. The municipalities could do the work at very much less expense. It is in the interest of all parties that the change should be made, and it will be the duty of the provincial government to enact legislation to bring the arrangement proposed into effect."

Extraneous Road Repairs.

A sample of wasteful and extraneous road work was lately noticed by the government road commission in a Canadian town. For 15 years broken stone and gravel had been placed on one street until there is a depth of ten to three feet of stone. The money spent on it was sufficient to pave all the streets in town with asphalt, brick or other good material.

Road Briefs.

The common road is to the farm wagon what the steel track is to the locomotive.

The Colorado Good Roads league will soon be actively engaged in inaugurating road improvements.

State aid in roadbuilding is a system of cooperation by which good roads can be economically and rapidly constructed.

Good highways, road professionals and gilded promises build no roads. Thorough organization and persistent labor alone can secure them.

A Good Suggestion.

Complaint is made that the roads running out of Washington are in poor condition. Why should not the national capital be the center of good roads, and all streets and highways in the District of Columbia be so built and cared for as to be a model for the rest of the country?

Good highways, road professionals and gilded promises build no roads. Thorough organization and persistent labor alone can secure them.

Good Roads.

Good roads are highway morality. Each rod in width adds to the road two acres per mile.

There is a macadamized road in India 1,800 miles in length.

California has passed a law requiring the use of wire tires after Jan. 1, 1900.

Road repairing is all right, but it should be preceded by roadbuilding.

"Repairing" a road will never make a road of it.

Some 100,000 tons of broken stone are needed annually by Massachusetts to keep 2,500 miles of road in good repair. If the roads of this country were equal those of France, 100,000,000 tons would be required each year.—Exchange.

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THE ASIATIC BREEDS.

THEIR GREAT ADVANTAGES FOR SMALL POULTRY FANCIERS.

Langshans, Brahmas and Cochins Thrive in Limited Quarters—Vigorous, Healthy and Easily Raised—The Greatest of Winter Layers—Black Langshans.

In the Asiatic breeds we find the largest of all domestic fowls and the most quiet in habit. Slowness in motion and no desire to roam are the characteristics of temperament in these mammoth breeds. The Langshan is the most active as well as the smallest of the three families of the Asiatics—Langshans, Brahmas and Cochins. The Brahmas comes next, and then the quietest of all fowls, the up to date, full feathered Cochins.

The Langshan, as the most active Asiatic, has the fullest development of wings—in fact, it is a good flier for so large a fowl, and while doing exceedingly well in confinement requires a pretty high fence to restrain it. The most quiet in habit. Slowness in motion and no desire to roam are the characteristics of temperament in these mammoth breeds. The Langshan is the most active as well as the smallest of the three families of the Asiatics—Langshans, Brahmas and Cochins. The Brahmas comes next, and then the quietest of all fowls, the up to date, full feathered Cochins.

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