

INFORMATION ABOUT PAVING

What the Publishers of "Concrete" Have to Say About Building Roads and Street Pavements.

HAS PROVEN SATISFACTORY

The Important Thing is Right Specifications and Strict Compliance.

The Freeman-Tribune is in receipt of the following self-explanatory letter:

Detroit, Mich., Dec. 16.—Freeman-Tribune, Webster City, Iowa.—We are very glad to have your letter about concrete paving in Webster City and to do whatever we conscientiously can do to further the use of concrete paving. Concrete will have to fight its way to recognition as a superior paving material, just as it has had to combat every step of the way for adoption for other structural purposes—by sheer force of merit.

Perhaps the greatest obstacle in the way lies in a popular notion that concrete is a variety of mud thrown together out of a heterogeneous mass of materials with a little cement thrown in to hold the pieces together. It was only the other day that a New York newspaper, in its editorial columns, referred to concrete as a variety of mud.

The most important thing in laying a good pavement of concrete is in having a good specification to start with and strict supervision throughout the entire operation. The fact that concrete is made out of such common materials as gravel, sand and broken stone, the quality of which however is highly important, makes it possible for the unscrupulous contractor to skip his work and turn out a product which gives a black eye to the whole industry.

Concrete pavements have been successfully laid in many cities and in some cases have been down long enough to prove beyond a doubt that the material is a lasting one for the purpose.

Bellefontaine, Ohio, and Richmond, Indiana, are two of the first places in this country to lay concrete pavements. The Bellefontaine pavement was put down more than seventeen years ago, and the Richmond pavement, thirteen years ago. Both of these pavements are in excellent condition today. Concrete paving is by no means restricted to the small city. Thousands of yards are giving excellent service under heavy traffic in Chicago, Washington, Philadelphia, and elsewhere.

The Bellefontaine pavement consists of a 4" Portland cement concrete base made of a 1:4 machine mix of cement and gravel, and a 2" wearing surface consisting of a 1:1 mixture of cement and screened black sand. The base concrete was mixed rather dry and well tamped, and on this the top coat was laid immediately, or as fast as the second gang could follow the men laying the base. The concrete is made in strips 5' wide, parallel with the curb and extending the full length of the area paved. These strips afterwards were cut crosswise so that the pavement really consists of blocks 5' square. No expansion joints were used. The top was given a smooth, sidewalk finish. The aggregates were carefully selected.

The pavement laid in Mason City, Iowa, which has given excellent satisfaction, consists of a foundation course 5" thick, composed of 1 part Portland cement, 2 parts of clean sand and 5 parts of 1/2" to 1 1/2" screened stone. On top of this is a wearing surface 2" thick composed of 1 part cement, 2 parts coarse, sharp sand. Expansion joints were made along the curb and transversely across the pavement every twenty-five feet. In between these twenty-five foot sections a contraction joint was provided for 1/4" wide. The expansion joints were filled with asphaltic filler and the contraction joints were carefully finished off so that there would be no sharp edges to chip.

The Mason City paving cost \$1.25 per square yard, which includes 7" of excavation. Crushed rock, delivered, cost \$1.35 per cu. yd., sand, \$.85 per cu. yd., cement, \$1.20 per barrel, labor, \$2.00 to \$2.50 per day.

Concrete roads laid by the board of County Road Commissioners, Wayne county, Michigan, (thirty

miles of them laid within the last three or four years) are giving the very best of satisfaction, under severe traffic tests. These concrete roads have been laid on highways which are the extensions of the main thoroughfares of the city of Detroit. These concrete roads are laid in two courses—there is but one mix of concrete, top to bottom, and in most cases the concrete is 7" deep and 15' wide. It is composed of a mixture of 1 part Portland cement, 1 1/2 parts of screened, washed sand, and 3 parts of pebbles, these last named well graded from 1/4" to 1 1/2". A patent expansion joint is used made of soft steel. This consists of a plate 3-16" thick from which shear members are punched and these are pulled out, so that they project into the concrete at the end of each section, two plates being used between sections, and between plates two thicknesses of asphalt felt. These plates are first carefully formed to the curvature of the road.

The Board of County Road Commissioners have their own equipment and build their own pavement. Some of the early pavements were laid on contract. These roads have cost complete, including drainage, culverts and gravel shoulders, from \$1.10 to \$1.30 per sq. yd., the cost depending to a very great extent upon the distance between the scene of operations and the base of supplies. Labor charge is rather high and it is necessary to board the men at some distance from the city, in construction camps, so you see that these conditions fully explain the variable cost figure. A rather detailed description of the road building methods of the Wayne County Road Commissioners was published in the October issue of Concrete, copy of which was sent to you.

The writer asked County Road Commissioner Hines this morning about the number of cracks which have come in the pavement.

In thirty miles of concrete pavement laid in 25' sections there are about 6,300 sections. In a little less than 100 of these sections, small and rather unimportant cracks have come. However, if the first three and a half miles of pavement laid by Wayne county be eliminated from this record, because on this first stretch the methods being not so carefully thought out as they are now, the result will show a still better record. In other words, fully 3/4 of the cracks which have come are in the first three and a half miles, leaving less than 40 cracks in about 5,700 sections, in the pavement which has since been put down. This is about 7-10 of one per cent of cracked sections. We consider that an approximation of perfection which is worth while.

This is made possible because the cement is carefully tested, the best graded and washed aggregates are used and there is a careful inspection in every stage of the operation. You inquire as to the amount of materials required. For a mixture of 1:2:5 you will require 1.17 barrels of cement, .36 cu. yds sand and .89 cu. yds of stone. It is the opinion of the Wayne County Road Commissioners that gravel makes a better wearing pavement than crushed limestone, and we call your attention in this connection to the mixture used in Wayne county, mentioned above.

As to your belief that a good concrete pavement can be laid in your city for \$1.00 to \$1.25 per sq. yd., we think you are right, because your materials will cost much less than they cost in Wayne county, Michigan. The Board of County Road Commissioners have been paying \$1.12 for cement, .95 a ton for sand, and .95 to \$1.10 a ton for pebbles. We suggest, however, that a few cents saving in cost be not urged too strongly in selecting the materials from which concrete is to be made. A few cents additional expense at the outset may mean many dollars in wearing value.

There is no question at all but concrete gives the cheapest pavement in the world, and when we say cheapest we mean the maximum of service for a minimum of annual cost. As the cost must not be considered without looking ahead, the annual cost of the pavement is the real measure of its value.

If we can give you any further information which will be of value to you, do not hesitate to call upon us. Very sincerely,
Concrete Publishing Company.
Harry Whipple,
Associate Editor.

Large line of nice clocks at Teed & Teed's. 7d12t2f2

For sale, fine Poland China male hogs. Inquire of Frank Stahl. Martin phone 2619. t1f1*

Go to Lavender with your gas-line engine troubles. Corner Seneca and Bank. 12-14t-1fmo

Largest display of cut glass ever in the city, at Teed & Teed's.

EAGLE GROVE VICTORIOUS

Visiting High School Debating Team Defeat Webster City High School Representatives.

HELD IN METHODIST CHURCH

Attendance was Very Small—All Taking Part Made Very Fine Showing.

Eagle Grove won the mastery over the local debating team Friday evening in the contest held at the Methodist church. The decision of the judges stood two for the visitors and one for the home students. The attendance at the debate was very small.

The work done is said by the judges to be some of the finest high school debating they have ever heard. The honors were very evenly divided, as every contestant did his share. However, the visitors managed to return to their homes victors after much argument on the part of the judges. The defeat received by the locals eliminates them from the other contests held by the state high school debating league. The subject for debate Friday night was, "Resolved; That the movement of the closed shop should receive the support of public opinion." Webster City argued the affirmative while their opponents had the negative. Owing to the small attendance it is not definitely known as to whether other contests of the kind will be held in this city. However, the locals have scheduled two other meetings, one of which is with Ames and the other with Boone. These contests are to be dual debates and have nothing to do with the state championship. The team from Eagle Grove are certainly a fine lot of debaters and display very good training. Friday evening's victory is the second they have won. The judges were Superintendent of schools, J. R. McCombs, Emmetsburg; Hon. I. C. Hastings, Algona; Principal J. Wooley, Iowa Falls. The contestants for Eagle Grove were Clarence Barnes, Harry Warnes, Harold Hyman. For Webster City, Louis Richardson, Lila Weedman, Clinton McCarthy.

Buy your harness at Grempel's. Largest stock, best in quality and workmanship. Prices right. d-f-tf

Take your winter auto overhaul to Lavender. Corner Seneca and Bank. 12-14t-1fmo

THUMB SEVERED FROM HAND BY SAW

I. K. Benahem, Bank Street Resident, Meets Accident With Steam Saw Mill.

I. K. Benahem, who resides on East Bank street, received a very painful injury Saturday while employed at sawing wood with a steam saw mill at the Wm. Wilke home on Seneca street.

Mr. Benahem was in the act of throwing a stick of wood when the saw caught his hand, severing the thumb and lacerating the hand in a very serious manner. He was at once taken to a physician and the wound dressed. He suffered the loss of his thumb and it was necessary for the physician to take several stitches in the hand. The accident was a very unfortunate one.

Good holiday goods at Teed's.

Resolution. Whereas, the Grim Reaper, Death, has removed from our lodge, Sister Rosina Wiltsey;

Therefore, be it resolved by Webster City Lodge, No. 97, Brotherhood of America, that in the death of Sister Wiltsey, we have not only lost a true and faithful member, but also each member has lost a loyal friend.

Be it further resolved that our charter be draped in mourning for thirty days, and this resolution be published in our local paper. Committee.

Wireless umbrellas for ladies and gentlemen up to fifteen dollars at Teed & Teed's. 7d12t2f2

Strong Heart Olives (plain and stuffed) the finest you ever saw, at Sheldon's. 15d2

Personal Briefs

(From Saturday's Daily).
—Mrs. L. J. Nott is visiting in Eagle Grove with her son, J. L. Nott.
—Mrs. Margie Hunter-Smiley and young son, Dwight, of Washington, D. C., arrived in town this morning for a holiday visit with her parents, Mr. and Mrs. D. L. Hunter.
—Miss Pearl Neel arrived home today from Grinnell to spend her Christmas vacation.

—Kenneth Glover arrived here last evening to spend a month with his father, C. F. Gardner. He is a commercial traveler with headquarters in Des Moines.
—Miss Mary Lynch of Eagle Grove visited with Miss Marybelle Oimstead yesterday.

—Warren Blair was a business caller in Eagle Grove yesterday.
—Roy Rutledge of Kamrar is in the city today.
—Mrs. Jessie Austin-Boys, daughter of Mr. and Mrs. A. H. Austin, arrived home last evening for a few days. Mrs. Boys is doing domestic science work in county farmer's institutes, under direction of the Extension Department of the Iowa State College at Ames and spends most of her time in traveling.

—Mrs. Ralph Baldwin and daughter, Abbie, returned home yesterday after a four month visit in Colorado Springs, Colorado, with relatives.
—Lane Corbin of Homer is in town today.
—W. S. Weston and family leave tomorrow for Washington, D. C., where Mr. W. will take up his duties as private secretary to Senator Kenyon.

—Mrs. Clara Call of Osage arrived here today for a visit at the Rev. L. N. Call home.
—Mrs. A. J. Leonard is spending the day in Woolstock.
—Mrs. C. Stipp of Peterson visited friends here today while on her way to Williams.

—Verne Shaffer of Eagle Grove was in the city last evening.
—Mrs. J. Beem of Ledyard arrived here today to visit her daughter, Mrs. W. E. Brown.
—Miss Ada Haukoil of Eagle Grove is in town visiting Miss Ruth Maag.

Social Affairs

BIRTHDAY PARTY.
Thursday evening at the A. W. Cater home on Superior street, Miss Myrtle Cater and Miss Gertrude Matice celebrated their birthdays by entertaining the Martin telephone girls. The evening was spent in games and music and at a late hour refreshments were served. The hostesses were the recipients of many useful gifts. A fine time is reported.

THE COMMITTEE IN SIOUX CITY

Gentlemen on the Junketing Trip Spend a Day in Iowa's Western Metropolis.

Sioux City Tribune: Seeking information as to the value of various kinds of paving, a party of Webster City city officials and business men visited Sioux City today. They met the local councilmen, the city engineer and M. L. Flinn, of the Flinn & Hanlon paving concern.

Mr. Flinn furnished most of the information. He said concrete paving, in his opinion, was better than any other kind. From 70,000 to 80,000 yards of it had been laid by him, he said, and he had never found a crack due to wear or elements. It will be a number of years before it is in need of repairs, was his assertion. Concrete paving soon will be laid in the business district, predicted Mr. Flinn, because it is cheaper and more durable.

K. C. Gaynor, city engineer, made some acid tests on samples of paving that proved the worth of concrete.

In the Webster City party were: John Essig, Weldon Helmick, B. F. Paine, O. N. Ross, Ed Garth and W. L. Whitman, councilmen; C. H. Currie, city engineer; J. W. Young, C. H. Clifton and S. S. Parkhurst. At present Webster City has three miles of brick block paving.

The party will visit Council Bluffs, Shenandoah, Grinnell, Marshalltown and Des Moines.

Holidays at Teed's. 7d12t2f2

The newest in lavallieres, lockets, chains, toilet sets, fobs, rings, etc., at Ripper's. Headquarters for Xmas. 15d3

THAT PAVING REPAIR WORK

Webster City Has an Official Who Doesn't Know Asphalt From Concrete When he Sees It.

ANOTHER CANARD EXPLODED

Truth of the Marshalltown Situation Told by a Man Who is on the Ground.

The Webster City Herald this week contained an article under a scare head line telling of the failure of concrete paving at Marshalltown, declaring that a "local city official" had visited Marshalltown and found that—
First. Mayor Jones considered concrete paving experimental, in Marshalltown because it had been put down this summer.
Second. Recently it was found necessary to relay half a block of the new paving which had failed to give satisfaction.
Third. While the "local official"—presumably a member of the Webster City council—was in Marshalltown he witnessed repair work being done quite extensively four blocks south of the Pilgrim hotel.

The Freeman-Tribune sent a copy of the paper to D. W. Norris at Marshalltown and asked him how far the "local city official" and the Herald had come from the truth. Mr. Norris writes as follows:
If your city council does not learn more about paving than this "local official" I pity your property owners, for he evidently does not know asphalt paving when he sees it. The repair work being done south of the Pilgrim hotel was on an asphalt street which had worn out so badly that many of the holes could not have been filled with three wagon loads of cinders each. We had to start suit to get the contractors to do the repaving and waited over a year for them then. This is the second time they have been forced to repair this street in seven years and this time they offered to resurface with brick if we would let them off from their bond which runs five years longer.

Remember that asphalt is much the same as bitumen, which is used in the bitulithic top which Grinnell has already begun to repair after one year's use.
Our mayor is like your own city officials in that he had never investigated concrete paving before. He was elected last spring and in his platform promised our property owners concrete paving because it had become popular through publicity. He investigated Mason City's concrete which had stood the test. He gave us a good job seven inches thick at \$1.18 per yard and he will never live long enough to see it wear out. I have been assessed for nearly \$600 of it in front of my residence property.

The concrete relaid was done while the contractor was still on the original work. He laid several blocks of concrete resurfacing on top of an old concrete base under a brick pavement which had worn completely out. The property owners, desiring to make the city pay for the re-surfacing, were looking for their chance and discovered that in some places the new concrete was not full five inches thick as specified and in order to protect the city the council ordered some of this new work done over.

You will find it worth while, Mr. Hunter, to investigate every paving story you hear. It is amazing how misleading half truths can sometimes be stated.

D. W. Norris, Jr.

Colored Orchestra Coming.

Brown & Keyes, the dancing teachers, have another treat in store for their patrons on the date of Dec. 22nd. The music for this dancing party will be furnished by the Carroll orchestra of four pieces. They are also singers and furnish vocal music along with their orchestra numbers. The members are colored people and are considered one of the best dance orchestras in the state.

Stockholders Meeting.

The annual meeting of the stockholders of The Farmers National Bank for the ensuing year will be held at their banking room in Webster City, Iowa, on Tuesday, Jan. 9, 1912, between the hours of 1 and 4 p. m.

J. H. Shipp, Cashier.

The Little Wonder Cafe

For Your Meals. Short Orders at all Hours. Tobacco and Cigars. Opposite Market Square.

SYLVESTER FONFAN, Mgr. VINCENT SELDER, Prop.

RAILROAD TIME TABLES.

ILLINOIS CENTRAL.
Leave Webster City—East Bound:
No. 2, Chicago Limited...10:12 p m
No. 4, Chicago Express...12:07 p m
No. 6, Chicago Express...7:00 a m
No. 22, Dubuque Express...3:00 p m
No. 94, Local Freight...9:00 a m

Leave Webster City—West Bound:
No. 1, Omaha, S. City Lim...2:52 a m
No. 3, Ft. Dodge Express...8:15 p m
No. 5, Omaha-S City F M...11:23 a m
No. 21, Ft. Dodge Ex...11:08 a m
No. 93, Local Freight...3:00 a m
No. 21 runs only to Fort Dodge.
No. 5 goes to Omaha and Sioux City.

CHICAGO & NORTHWESTERN.

Going South and East.
No. 12, Des Moines Pass...8:07 a m
No. 4, Chicago Express...3:55 p m
No. 24, Ia. & Dak. Ex...10:10 p m
No. 30, Way Freight...9:00 a m
Going North and West.
No. 25, Ia. & Dak. Ex...7:05 a m
No. 3, Ia. & Dak. Pass...11:55 a m
No. 11, Eagle Grove Pass...7:53 p m
No. 21, Way Freight...2:50 p m

BASKET BALL MEN HAVE HARD WORK

Girl Athletes Will Probably not be Represented by Basket Ball Team This Year.

Practice of the local high school basket ball team is going on every evening in the high school gymnasium. As yet the regular team has not been chosen by Coach Moyer. This lateness in naming the first squad is owing to the fact that so much good material is at hand it is hard to decide the matter. Coach Moyer is giving the men the same grueling workouts that the football men underwent.

The girls of the high school will probably have no basket ball team this year. Although they have been represented by a very strong team for several seasons this year the enthusiasm does not warrant the organization of a girls' squad. However, some of the classes may have a girls' team. The first squad this year are expected to develop a much faster team than they had last year. Among the schools which they will contest for basket ball honors will be some of the fast ones. The rule against smoking by the athletes is being strictly lived up to by them. This abstinence from the habit it is expected will make a great difference in their staying qualities. Many cities have been heard from in answer to inquiries for games by the local coach, but as it is necessary to have a signed contract, the winter's schedule is not yet complete.

LAKE SUPERIOR FRESH FROZEN AND SALT HERRING.

Daily caught, direct from the fishermen, and absolutely the best. Fresh frozen, \$3.25 per 100 lbs. New salted, \$3 per 100 lb. keg. Discount in large quantities. Prompt shipments. For other kinds of fish write to S. Haug, West Duluth, Minn. 12-11f3f3

Real Estate Transfers.

M. W. Scott to John McCarley—wd—lot 29, V. C. replat—Blairsburg.—\$175.00.
John Wepel et al to Dick Cook—wd—lots 19, 20, 21, blk 5, Kamrar.—\$97.50.
John Watson to Minor Runyon—wd—lots 13, 14, 15 and 16, blk 1, Frost's addition, Williams.—\$380.
G. W. Elliott and wf to Joanna Beem—wd—lot 7, blk 10, W. C.—\$650.00.
C. J. Pletcher to Hannah L. Pletcher—wd—lots 4 and 5, blk 107, D. & P. R. R. addition, W. C.—\$1.00.
Geo. W. Lee and wf to E. W. Garth and L. C. Zublin—wd—tract in sw sw 33-89-25.—\$50.00.
W. L. Whitman and wf to A. J. Peterson—wd—lot 2, blk "D" R. R. addition, W. C.—\$350.00.

F. A. Roysen, Dentist, Second St.

A new Ford car, fully equipped, with presto tank and \$15 master vibrator extra, for sale for \$650, if taken at once.
11d6 Blair, Ferrell & Co.