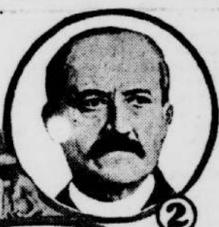




1—Members of the Navy Reserve at an Atlantic port making nets to catch raiding submarines. 2—New Photograph of Dr. George Michaelis, the German imperial chancellor. 3—The church of Douchy, France, once a beautiful structure, now a heap of ruins.



BRITISH HOWITZERS USED IN FLANDERS DRIVE



These gigantic howitzers, shown in action, are some of the guns with which the British are hammering the Germans in Flanders.

HEROINES OF THE LEGION OF DEATH



Three of the heroic members of the "Legion of Death," the organization of Russian women which is fighting the Germans with as much bravery and endurance as any body of men could exhibit. Each member carries a dose of cyanide of potassium to use in the event of capture.

HUSKY MAN FOR THE NAVY



Joe Cox, a heavyweight pugilist, has enlisted in the Naval Reserve and gains many recruits by exhibitions of his feats of strength. Lately he has been helping get coals for the service.

Coffin as a Mascot.

Mme. Bertha, who was deported from her sumptuous mansion in the West end of London as an "undesirable alien" a couple of years ago, had an upper room, which her servants irreverently called her "vault," hung with somber black curtains, and in the center, mounted on trestles, the most elaborate specimen of the undertaker's art that could be imagined. It was of polished rosewood, finely worked with silver mountings, very massive. On the name plate was delicately engraved "Bertha Trost." The favorite entertainment of this notorious beauty specialist, and "reincarnation of Marie Antoinette," was a reception to "view my mascot," as she termed this coffin, and she would explain to her startled guests that she kept it near at hand to reconcile her to the idea of death!

Stock Steak.

The diner had finished his first course and lay back, frowning at the unvanquished steak before him. Twice in one minute the new waiter made an attempt to clear away and received a sullen dismissal each time. "Beg pardon, sir," he said at last. "There's a big demand for steak today. We have only three of them in stock, and the other two being in use, we'd be glad if you've finished with this one."

92,000 Pieces in Clock.

At Beauvais cathedral there is a clock which is composed of 92,000 separate pieces, having 52 dial plates. This clock gives the time in the big capitals of the world as well as the local hour, the day of the week and month, the rising and setting of the sun, the phases of the moon and tides, as well as considerable other information.

Hard to See Through.

Bobbie's father was trying to raise incubator chickens, and one day as the little fellow was watching a chicken breaking its way through the shell, Bobby remarked: "I see how he gets out, all right, but I can't see how he got in."

Prayer for Perpetual Aid.

The theologian says the only form of prayer given for perpetual aid in the Old Testament is the one in Deuteronomy (26:5-15), connected with the offering of tithes and first fruits.

GRAVEL ROAD WORK

Construction is Usually Divided Into Two Entirely Distinct Classes.

SUBGRADE FOR THE SURFACE

Some of Most Important Details Requiring Careful Attention Are Frequently Overlooked—Some Precautions to Observe.

(Prepared by the United States Department of Agriculture.)

Figure 1 shows a typical cross section for a gravel-road surface and indicates the customary steps involved in the construction of such a surface. The limiting thicknesses shown on this cross section are by no means followed universally, but are believed to represent the best current practice. The minimum thickness shown is supposed to be employed where the traffic is light and the subgrade is uniformly stable, while the maximum thickness is adapted for opposite conditions. Perhaps the most usual compacted thickness of surface is eight inches at the center and six inches at the edges. The difference in thickness between the edges and center is effected by making the crown of the subgrade flatter than that of the surface.

The construction of a gravel road usually is divided into two entirely distinct classes of work. The work of grading and preparing the subgrade falls into one class, and that of hauling, spreading and compacting the gravel into the other. The first class of work has been discussed at considerable length in connection with earth and sand-clay roads, but since it is desired to emphasize certain features of subgrade preparation that are of increased importance in connection with gravel-road construction, both classes of work will be considered in the following discussion:

Preparation of the Subgrade.

In grading the roadbed and preparing the subgrade for a gravel surface, it should be borne in mind also that the more expensive a road surface, the greater should be the care exercised to prevent it from being damaged

courses, because, in general, a thicker layer of gravel may be compacted on the subgrade than when spread over a layer of gravel already compacted. It usually is impracticable to have the compacted thickness of any course greater than about 5 inches, and quite frequently 3 or 4 inches as much as can be compacted satisfactorily at one time.

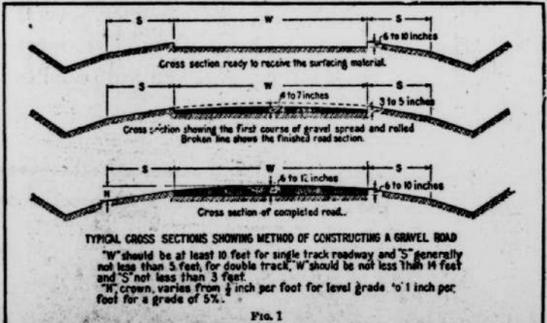
3. After each course of gravel is spread it should be harrowed with a tooth harrow until the various sizes of particles and the binder or cementing material are distributed thoroughly through the mass. Then it should be compacted by rolling with a power roller weighing about 10 tons, or by means of traffic. Where a roller is employed the rolling should be continued until the particles of gravel are all well bonded together and the surface presents a smooth, uniform appearance. When completed, the surface of each course should be so firm and unyielding that it will not be disturbed in any way by subsequent traffic.

4. Where it is necessary to add sand or clay to the gravel in order to fill the voids, it should be done after each course is spread and before it is harrowed, except that with some kinds of gravel it may be permissible to add a limited amount of fine material to the surface of the top course after the harrowing is completed and the rolling is in progress.

5. Where the binder consists of some material other than clay, it may be desirable to sprinkle each course with water while it is being rolled, and even where clay is used as a binder a small amount of sprinkling may be necessary in dry weather in order to secure a satisfactory bond. The sprinkling always should be done uniformly and in such quantities as not to wash the fine material out from the gravel or to soften the subgrade.

6. When the road surface is complete it should be uniform in grade and cross section. If depressions occur under the roller they should be corrected by adding gravel and continuing the rolling, and this should be kept up until no depressions or appreciable waves are produced by the roller in moving back and forth over the surface.

7. After the road is opened to traffic it should be watched very carefully for several months and all defects which develop should be corrected immediately. The work of maintaining the road until the surface no longer "picks up" or ravel under traffic



through settlement or upheaval of the subgrade, and the greater should be the accuracy with which the subgrade is constructed, so that no unnecessary surfacing material may be required to correct irregularities in grade and cross section. No matter what the soil conditions may be, the subgrade for a gravel road surface, when completed, should conform closely in grade and cross section with the requirements of the plans and should present an even, uniform appearance. Also, it should be as firm and unyielding as the conditions will permit.

Some of the most important details requiring careful attention in preparing the subgrade, and which are perhaps most frequently overlooked, are (1) backfilling culvert trenches so as to prevent subsequent settlement, (2) exclusion of vegetable matter from fills, (3) provision for draining wet-weather springs which occur in the subgrade, and (4) the matter of thoroughly loosening and distributing the materials contained in old road crusts. After the roadbed has been graded and drained properly, and the details mentioned above have received proper attention, the work of preparing the subgrade consists simply in forming a trench, as shown in figure 1, to receive the gravel surface. The trench may be formed largely with a grading machine, but the final shaping should be effected by means of picks and shovels and rolling. It is customary to provide grade stakes at intervals of about 50 feet, to serve as a guide for the pick and shovel work, and where extreme accuracy is desired cords may be stretched between the stakes to insure that the subgrade conforms to the required grade throughout. The rolling is done ordinarily with a power roller weighing about ten tons.

In order that the subgrade may be well drained during the process of spreading and compacting the gravel it is frequently necessary to provide shoulder drains at comparatively short intervals. Such drains are constructed by opening small ditches through the shoulders and partially filling them with gravel.

The Gravel Surface.

The principal precautions to observe in constructing a gravel road surface, after the subgrade is prepared, may be commented upon briefly as follows:

1. The gravel should be delivered on the work in wagons or cars especially adapted for spreading each load uniformly over that part of the subgrade for which it is intended. Where loads are dumped all in one spot and spread later with shovels, as is done frequently, it is very difficult to secure uniform density of the surface crust by subsequent harrowing and rolling. The spots where the loads are dumped nearly always will be more densely compacted than the areas between, and, as a result, uneven settlement will develop soon.

2. The gravel should be spread in two or more courses, and the thickness of the different courses should be approximately the same, except that the first course may be made somewhat thicker than the succeeding

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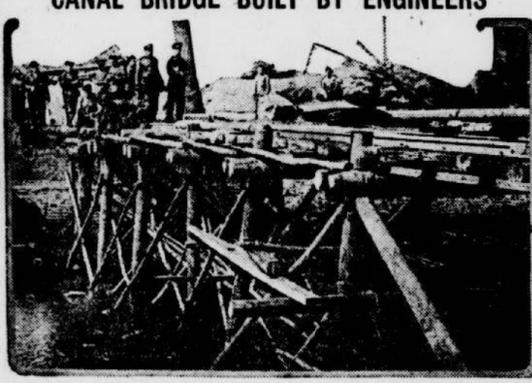
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CANAL BRIDGE BUILT BY ENGINEERS



French battalion of engineers and one of the bridges they have built over one of the canals in the Somme region.

REGULARS IN NOVEL BILLET



United States regulars are quartered in the old Mexican adobe village at the San Diego Exposition grounds. Upon passing the sentry one is given a pleasant surprise to see our boys at home in the "Palated Desert," formerly a concession.

SCRAPS

A new vacuum cleaner is driven from power derived from the water spigot. Men drilling an artesian well in Argentina found rich deposits of copper at a depth of 100 feet. Detectives of Mt. Cory O., are looking for large footprints. Burglars entered a store there and stole nothing but No. 11 shoes. Lack of foreign competition has created a large market for American shoes in Chile. During the five-year period ending in 1914 Georgia surfaced 6,364 miles of her roads. This is at the rate of more than four miles a working day. A woman is the inventor of a suitcase made in three parts and with legs that unfold to support it when it is opened so it can be used as a dressing case. An attempt is being made in Canada to obtain the franchise for the American Indians who have done excellent service for the British empire on the battlefields of Europe.