

REPAIRING CHINA.

Rare Specimens That Can Be Mended at Home.

SOME TRICKS OF THE TRADE

A Slight Talent For Modeling Is Necessary to Do the Work Scientifically. Homemade Cements That Are Good Substitutes.

When a handsome china cup loses its handle or a spray of flowers its stalk the deficiency can be replaced by a new bit of modeling, cast in a plaster of paris mold. If there is a corresponding stalk intact upon the china the cast for the new one can be made direct by merely oiling the duplicate and pressing a layer of potter's clay over it until it has taken the impression of its shape and then pouring on it a mixture of plaster of paris and water—about the thickness of thin cream—until the clay is covered with a coating of plaster half an inch deep. This hardens very quickly, and when it has been removed and lined out with oil or soapy water all that remains to be done is to fill the plaster mold with molten lead or solder or plaster of paris and gum arabic mixed with hot water until it becomes a thick paste and, when this has hard-



PAINTING OVER A CRACK.

ened, to dislodge it with the help of a blunt penknife and to fix it in position with cement and color it.

If there is no duplicate from which to make the plaster cast the repairer must rely upon her own inventive genius to construct a little model in the potter's clay, and except where it is a conventional design that is to be reproduced, which must be drawn or traced from a similar bit of decoration and copied exactly—and this is usually the case when it is a piece of the rim of a plate or the lip of a jug that has been replaced—the choice of suitable coloring is also a test of her taste entirely, for the color of other similar parts may be a helpful guide.

Ordinary water color paints are quite satisfactory substitutes for the pigments that are used by professional china painters if the piece that is to be painted is prepared beforehand with a layer of gelatin and covered when dry with a thick wash of Chinese white as a foundation for the colors, and when these have been applied the glazed effect of china is produced by a varnish of gum arabic and water. The question of cement can be solved by the purchase of one of the excellent mixtures that are concocted by the "trade." If the repairer does not feel disposed to follow the very simple and old-fashioned recipe of steeping and stirring an ounce of white isinglass and three-quarters of an ounce of transparent gelatin in a basin containing about six ounces of water and adding rather less than an ounce of acetic acid while holding the basin over boiling water until the mixture warms. This makes a clear cement which can be used for glass as well as china, and it keeps almost indefinitely if it is bottled and corked securely. Before using it is advisable to warm the bottle in hot water to reduce its contents to a liquid, and the china to which it is to be applied should be warmed to a corresponding temperature.

It saves endless trouble and prevents the very possible disappointment of seeing the piece that has been cemented loosen and drop before the cement has dried if it is given the temporary support of a smear of sealing wax to hold it in position until it has firmly fixed. This support is almost indispensable when there are several fragments to be fitted and joined together before the broken piece can be reunited.



CEMENTING AN ORIENTAL CUP.

to the whole, for to hold them would be boredom personified, and the sealing wax is a harmless time saver, for it chips off readily and leaves no mark at all.

Small cracks and chips which are not sufficiently destructive to break through the china can be filled in with a tiny quantity of the mixture of plaster of paris and gum arabic that has been mentioned before. Not only does the filling prevent a real blemish, but when painted over it makes the disfigurement invisible.

There is yet another form of china mending—riveting—both simple and the kind that is known as "through and through."

Improving the Flavor.

A squeeze of lemon juice added to sauces, soups, gravies and stews after cooking will bring out the flavor wonderfully and is a palatable improvement.

EXPERIMENTAL ROAD.

Details of One That Has Given the Best of Satisfaction.

Samuel S. Jones of Clinton, Wis., furnished the following details of construction of an experimental road built for educational purposes under the direction of the office of public roads, with George L. Cooley in charge:

"This road was constructed in the town of Clinton, Rock county, Wis., one mile east of the village of Clinton. In the construction of this road all the machinery was furnished by the government at no expense to the town. The town, on its part, furnished all the labor and material.

"This road commenced at the top of a clay hill and extended down the side to and across a black muck slough. Thus we had the advantage of observing the construction of and finishing under the different soil conditions. The road was first graded to a width of thirty-six feet from gutter to gutter. The trench for receiving the crushed rock of which the road was constructed was twelve feet wide. This trench was shouldered evenly at the edges. The bed of the trench or roadbed was brought to a perfect grade, having a crown of three-fourths inch to the foot from the center of crown to the side shoulders.

"When the roadbed was in proper shape for the superstructure cross drains were put in at intervals of 100 feet. These drains, which were from eight to ten inches deep and one foot wide, were filled with coarse crushed stone and extended to the outside gutter, thereby insuring perfect drainage for the road when finished.

"The superstructure was built of limestone, the first layer being crushed to a size which would pass through a three inch ring. This layer was then rolled thoroughly and covered with a finer grade of stone and again rolled. This method of placing on layers and rolling was continued until fourteen



EXPERIMENTAL ROAD AT CLINTON, WIS., LAYING TOP COURSE.

inches of the loose material had been rolled to a solid bed eight inches thick. During the rolling process water was sprinkled on the different layers of stone to help cement the stone together and thereby make a perfect surface for traffic. When the road was completed as far as the coarser stone and rolling were concerned a layer of siftings from the crusher was spread evenly over the surface of the road and alternately rolled and sprinkled until no more could be worked into the roadbed either by sprinkling or rolling. The surface of the road reached that point of perfection in building where neither siftings nor water could be forced into it. The finishing of the earth shoulders, which are six feet wide on each side of the stone driveway, with just enough slant to carry off all surface water and leave a good earth road on either side made the road complete and gives us a twenty-four foot road of earth and stone.

"It was built under very expensive conditions, our shortest haul for stone being four miles. Labor cost from \$3 to \$4 per day, team and man from \$5 to \$7 per day, and even at these prices we could procure but half enough teams to keep the machinery running, thereby increasing greatly the expense. This road is giving the best of satisfaction and is fast gaining friends."

PRIZES FOR GOOD ROADS.

Fund Established by Spokane Magnate to Encourage Farmers.

Building of good roads by the farmers in Spokane and Whitman counties, Wash., and Latah county, Ida., is being materially boosted by Jay F. Graves, president of the Spokane and Inland Empire Electric railway system, who announces he will give prizes amounting to \$3,000 in three yearly installments for the best mile of constructed highway in 1909, 1910 and 1911.

The offer is made by Mr. Graves as a private citizen, the primary purpose being to encourage the ranchers in the Palouse wheat district, south of Spokane, in the building of permanent roads with such materials as are at hand, though the use of concrete, macadam, oil or other substance will not disqualify competitors.

Japan's Good Roads.

Japan is peculiarly well off in respect of good highways. The Tokaido, which runs from Kyoto to Tokyo, is over 300 miles in length and is admirably constructed. There is also the Nakasendo, which is even longer and passes through some of the finest scenery in the world. The reason of Japan's excellence in the matter of roads is that in the old days—not so very long ago—the daimios, or territorial nobles, had to journey to Tokyo once a year in order to pay their respects to the sovereign. They traveled by road, with great retinues, and if the highways were not in perfect condition feudal justice was meted out to the delinquents.

Something New on the Carpet.



A Leap Year Score.



"That little girl wants to speak to you."
"I know it, but dis is leap year, an' I ain't taking no chances."—St. Louis Post-Dispatch.

In a Doctor's Consulting Room.



Doctor—What do you say is the matter with you, little boy?
Small boy—I wuz a-seeing how many animals from my Noah's ark I could hold in my mouth, an' I've been an' swallowed a giraffe an' a zebra.

With the Kids.



"Wot's de matter, Mame?"
"Liz is puttin' on airs 'cause her brudder was run over by a \$30,000 auto."—New York World.

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Estray Sale.

Notice is hereby given that Jas. W. Parks, on the 16th day of June, 1909, took up and now keeps at his place 4 miles southwest of Colton, Washington, the following estray gelding:

One brown gelding, 12 years old, barb wire scars on right hind leg, branded N on right hip, and right shoulder. Said estray will be sold to the highest bidder for cash at the place kept, as above specified, on Saturday, the 31st day of July, 1909, at the hour of 2 o'clock in the afternoon of said day, unless the owner thereof, or his legal representative, shall appear prior to that time, and make out his title and pay all charges against said estray.

Date of first publication of this notice July 16, 1909.

WM. M. DUNCAN, Auditor of Whitman County. By Mary J. Oliver, Deputy.

Estray Sale.

Notice is hereby given that C. I. Roberts on the 16th day of June, 1909, took up and now keeps at Lowery ranch, 5 miles west of Pullman, Washington, the following estray heifer:

One red and white heifer, about 1 year old, natural milky, white spot in face, no brands or marks.

Said estray will be sold to the highest bidder for cash at the place kept, as above specified, on Saturday, the 31st day of July, 1909, at the hour of 2 o'clock in the afternoon of said day, unless the owner thereof, or his legal representative, shall appear prior to that time, and make out his title and pay all charges against said estray.

Date of first publication of this notice July 16, 1909.

WM. M. DUNCAN, Auditor of Whitman County. By Mary J. Oliver, Deputy.

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