Jacanery 8, 1905.

ASPHALT REPAIR PLANTS Detroit's Investment a Profitable One for the City.

DETAILS OF THE FIRST YEAR'S WORK

Nearly 60,000 Yards of Patching and Resurfacing at a Cost of \$7 Cents a Yard-A Second Plant Wanted.

The January number of the Municipal Journal and Engineer presents a comprehensive showing of the first year's work of the municipal asphalt plant of Detroit

in repairing the city's streets, complied by E. G. Pipp. The report follows: With the books balanced on the first year's work of Detroit's municipal asphalt plant, showing an average of 87 cents a yard for all work done, Commissioner of Public Works W. H. Maybury recommends that a second plant be established so that the city can do all its own asphalt paving

hereafter. The plant was put in operation late in the season, June 8, and closed down after section. a run of twenty-two weeks. Its original cost was \$15,000. Figuring on a basis of last year's prices for patching and resurfacing it has more than paid for itself in the part of a season operated, has stood a better grade of work than the city evergot on contract.

Commissioner Maybury directed Asphalt forts more toward getting good work than toward making a big record of yardage. Only patching was done at the beginning. followed later by resurfacing two streets. The total yardage laid is 56,501.96, the cost \$49,187.70.

Wages and Material.

Eight hours constituted a day's work, under an ordinance passed by the city. Union labor was recognized in all departments and the following rates were paid:

engineer, \$3; fireman, \$2; laborers, five to supreme court. eight, at \$1.75; clerk, \$3.50; bookkeeper, \$3; night watch, \$2.50.

On the Street (straight time paid)-Foreman, \$3.50 a day; two roller men, \$3; three charging him in substance with having rerakers, \$3; two tampers, \$2,50; two smooth- ceived employment from Edward Leland, a ers. \$2.50; five laborers, \$1.75; teams, \$4 for state prison convict, to assist in preparing eight hours. Two gangs going part of the time.

Venezuelan asphalt was used and California asphaltic oil. The following is the total cost:

. \$22,828.8 9,886.50 2,019.82 1,283.65

.\$39,752.07

Total cost of materials used \$11,862.82 Total cost of materials less inventory 27,889.85 Cost of materials less inventory ...

plant, per pay rolls.....\$10,722.88 street, per pay rolls: 6.384.99 3,935.32 254.67

131.28

Globe.

and building up three and one-half-inch DARK SIDE OF THE PICTURE ness the fathers and mothers of those who the curb. The Barber company did not bid at all, although it bid on other work in the city during the season and has a plant and office here. The commusisoner rejected the bid, and being told it was uncless to expect a lower one than that received, put city gange to The cost of concrete, etc., was work 10,777.80; the cost of asphalt, \$5,502.90; total, \$5,250.61; a saving of \$3,747.01, when compared with the bid for the work. All figures used here are taken from the books of the department. To make sure there was no error in quantity of material used, the original bills were figured, an in

ventory taken of the amount of material on hand, and the difference checked up with the amount recorded as used on the various streets.

The plant, put up by Hetherington & the season with but one shutdown, and famous sleges of the world. In part he that of less than five minutes, an average | says; loss of time of less than a minute a month. Few indeed have read Tolstoi's remin-

The idea of a second plant is to have iscences of the siege of Sebastopol. one near the center of the east side of the Perez Galdos' hardly less vivid pages decity, as the present plant is near the scribing the vicissitudes which the inevenly divided into two sections by the fered during the Napoleonic wars without main thoroughfare, Woodward avenue. It uttering a fervent thanksgiving that such has a storage yard for material in each butchery and slaughter were quite impossible in the more humane age in which

"I am not entirely satisfied with this we live. It has remained for the blockade rear's showing." said Expert Proctor. "Our by land and sea of Port Arthur in the yardage was nowhere near the capacity of last ten months to show that our selfthe plant, but, of course, we worked safe congratulation was without any founda-Last year the patching cost \$1.12 a yard tion in fact and that the fighting brute year," and the officials believe they have and resurfacing averaged about \$1.22, an of today, when his lower instincts are unusually low contract figure for cretail, aroused, does not rise above the low level We have saved from 15 cents a yard on the of the last century or, for that matter, work done at the beginning of the season, the warlike practices of the middle ages. to 29 cents a yard on the resurfacing done W. Dow, the Washington expert, to proceed at the end, but with the experience of this detail, but still an important one, and with work cautiously and to bend his ef- year, we ought to get a much lower aver- should not be lost sight of in the midst age cost next year by doing a much larger of other and more pyrotechnic displays.

amount of work." DISBARMENT OF A LAWYER Supreme Court of Minnesota Gives a

Crooked Lawyer a Year's Vacation.

Freeman P. Lane, a well known Minne-At the Plant-Foreman, \$4 a day; mixer apolis attorney, is suspended from practic-

Charges had been duly filed with the supreme court by the secretary of the State what was perfection ten years ago and rule supreme. Board of Examiners against Mr. Lane, simply diabolical and hitherto unthought a petition for pardon to the State Board of out a parallel. Pardons. It was asserted that after Mr.

Lane had received substantial sums for the service he was to render he refused to prepare the petition, and finally abandoned the resecution of the application for pardon. This petition was filed on December 4, 1963, but the court granted leave a few days later to include another accusation. The evidence in the first was not of sufficient weight against the denials of the respondin ent to impress the court, and it was on the

inst accusation that he was suspended. The petitioners asserted that Mr. Lane had alded Ada Hubbell, who was in the custody of the sheriff of Washington county and proud battleships with a compleas a witness in the criminal case against ment of 1,000 men which have disappeared Edward Leland and John Roberts, to beneath the waters, with but three or four escape. They charged him with having sent her money to maintain her concealment. The evidence was not strong, and it was leaguered forts has shrunk from about upon Lane's confession that the court

40,000 to 4,000, and that thousands upon reached a decision. In the per curiam the thousands of maimed Russians, court says: "The conclusions we have reached in this mangled and tortured out of the semrespect depend almost wholly upon the evi- blance of human beings, are dying in the dence furnished by the respondent himself. drains and the cellars of the fortress, suf-The natural and probable inference that fering the tortures of the damned without follows from his admissions and letters has the alleviation of anesthetics. We know

We know of battalions that have been

blown to eternity by the electric mines

miraculously favored survivors. We know

that the devoted garrison of the be-

torn.

fodder" would raise a wall which might be heard around the world-which ought at least to find an echo in every human heart Tarnished Glories of the Capture and De--which might arouse the world and cause fense of Pert Arthur. shuddering humanity to intervene to save the unburied bodies of these gallant men from the carrion fate and to stay the tor-STRONGHOLD A SECOND SEVASTOPOL tures of the thousands upon thousands of wounded Russian soldiers who, mangled Awful Sacrifice of Human Lives in Beand torn by shot and shell, must suffer amputation and other surgical operations withhalf of National Greed-Why Corout the alleviation of anaesthetics. respondents Are Held in Trath Not Yet Told. the Rear.

Of course in time this tale of horror will be told and another chapter added to the long indictment which civilization brings Writing in the New York Herald a few days before the fall of Port Arthur that against the barbarous and senseless practices of war. There is it would seem, a experienced and reputable correspondent, Stephen Bonsal, discusses certain phases divinity which defeats the secrecy, the re-Berner of Indianapolis, has run through of the slege and its rank among the serve which war offices adore, and hence we know that in one of these trenches in

the midst of all this useless slaughter there stands, with a charmed life because of the Indispensable message he bears, some young 07 lieutenant of artillery who will yot relate to a shuddering world the story of Port center of the west side. The city is about habitants of beleaguered Saragossa suf- Arthur as Toistoi revealed the shame and pol. And perhaps in the noisome and unsanitary subterranean galleries in which the wounded are huddled there is a surgeon who will survive to tell the story of this shame in all its shocking details as truthfully as Smollett painted the story of the yellow fever camps at Cartagena, when so many loyal North Americans died in the service of the English king. Seeking for a parallel to the daily tragedy of Port Arthur the story of Sebastopol suggests itself, not only because it was hitherto the greatest slege of modern history, nor yet because What I am about to relate is merely a here again the Russians were on the defensive and gave a notable exhibition of their prowess in this line. Indeed it is not a farfetched conclusion to say that the slege of In view of the immense amount of energy Port Arthur is a direct consequence of the and genius and skilled labor which have slege of Sebastopol, for had not the Criin the last fifteen years been exclusively mean war, of which the slege of Sebastopol engaged in developing the destructive was the most striking incident, resulted in power of cannon and other engines of the practical bottling up of the Russians in war it was consoling to think, as many the Black sea and in cutting them off from preached, doubtless sincerely, that each the expansion of their sea power in this and every one of these improvements direction, they would not have advanced meant less bloodshed and promised even with such tremendous leaps and bounds the end of warfare, because there were, across the continent of Asia or succeeded in we were told, depths of destruction and constructing another temple of war upon of carnage before which all humanity the promontory of the Regent's Sword man, \$2.5; tank man, \$2.5; night tank man, ing in all Minnesota courts for the period would blench. What we know of the peninsula, which juts out, if not into the 12 40; hot sand man, 12; drum fireman, \$2.50; of one year in a ruling handed down by the Port Arthur siege, however, must rob us Sea of Japan, at least into waters which of these comforting illusions-on both sides the Japanese deem it necessary for their

the engines of war have far surpassed very national existence that they should Marvelous Defenses.

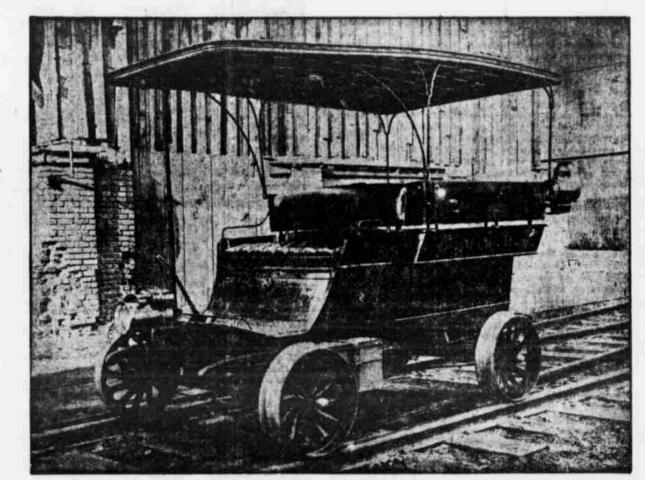
of devices for the destruction of men have When I was in Port Arthur two years, been put into operation. The result is ago the development of the fortifications a bloody harvest, so far as we know with was in the hands of General Viernanden, who is considered the greatest engineering Cost in Human Life. officer in the service of the czar. With him Lifting up the corners of the curtains was General Krondachenko, who is the which shield this dismal butchery, and engineer of the fortress today, and who paying but slight attention to the official planned the elaborate mining operations bulletins issued by the antagonists which on the slopes of Wolf's Hill and the girdles are originally inspired in a desire to misof electric cables which have caused such lead and to deceive, we can ascertain beterrible destruction to the attacking colyond the preadventure of a doubt that umns of Japaness. Both of these engithere has never been greater slaughter neer officers should share with Lieutenant proportion to the numbers engaged General Stoessel and General Smirnoff, of than that of which the gray ashen cliffs the fortress artillery, the honors of the about Port Arthur have been the scene. magnificent defense which the Russians

have made. Today, at the cost of at least 60,000 mer the Japanese have gained clear under standing of the wonderful system of works by which Port Arthur is defended. They have learned that the forts were built in groups of five, intercommunicating and interdependent. Time and again in the earlier stages of the siege the Japanese captured one or even two of these forts, only to find themselves absolutely at the mercy of the other forts composing this particular chain of defenses. A fortress is like that giant of the an





The Oldsmobile Inspection Car



THE OMAHA ILLUSTRATED BEE.

yards at \$0.875. courfacing Fourth avenue, Mich-igan, to Locust, 6,539.67 square yards at \$0.841. 5,502,80

Variations in Cost.

The higher price shown for private work was due to the fact that the work consisted of repairing breaks along street railway tracks where no binder could be used, necessitating the use of the more expensive topping material, and also in repairing outs in various sections of the city, where much time was consumed in moving gangs.

On Jefferson avenue the asphalt had to be hauled over six miles, while on Fourth

10.36 per cent bitumen; a maximum of 12.53, and a minimum of 10.55. When it came to resurfacing the average was 11.92 per cent: maximum, 12.13; minimum, 11.71. The sand was graduated for compactness. The other day a member of a London borough council said he had watched a man working on one of the borough streets who dropped his pick into one hole fully 150 times without moving anything. The sand was graduated for compactness, showing the following siftings: Retained on 20-mesh screen, 6 per cent; 40-mesh, 16 per cent; 60-mesh, 26 per cent; 50-mesh, 25 per cent; 100-mesh, 11 per cent; passing The sand was graduated for compactness. 100-mesh, 18 per cent.

On resurfacing, 1%-inch binder and 2-inch topping were used; on patching, Mr. Proctor figures that it averaged about three Inches.

No estimate is made here for guarantee on the streets resurfaced, as opinions differ so much as to what it should be that it is deemed best to let each expert figure it out for himself. It is claimed here that the quality of material used is so much better than ordinarily used that the expense of making good during time usually covered by guarantee will not be as much as usual, and that the amount charged against the street should be correspondingly small; only future years can tell about that.

Should Do All City Work.

The last job done convinces the department that the city can well afford to take all its own work in hand.

The common council and estimators al-In a six-inch concrete foundation on part. In a six-inch concrete foundation on part.

lished to a moral certainty, that the re- numbers 100,000 men, thanks to the Japaroondent knew that his client was under nese system of always keeping the berosecution, and that it was to his interest sleging force up to that strength, but o prevent the attendance of the witness the Japanese War office admits 50,000 and under the later Russian regime more Hubbell. That he was intending to send casualties in the besieging army, and than 500 Japanese spies captured within her money and received for that purpose those in a position to judge, and with no the precincts of the fortress have suffered the money and forwarded it to the place or apparent reason for concealment or ex- ignominous deaths, though their names are concealment of Ada Hubbell, which would aggeration, place the losses at a much benefit Roberts and Leland."-St. Paul higher figure. Around their shrunken lines and before

LABOR AND INDUSTRY.

and the Japanese still assail, undaunted by the slaughter of their fellows, upon the The chestnut crop is so heavy in some sections of New Hampshire that the nuts are selling for 4 cents a quart. cannon-racked earth and the mine-quivering rocks, there are decomposing the bodies The country which sells most to Japan is British India, Great Britain coming next, with China third, the United States fourth and Germany fifth.

John L. Dame of Springfield, Mass., has built a model of the largest airship ever planned, the machine being 260 feet long, to weigh twenty tons and to cost from \$300,000 to \$500,000 to build. It is not fulfilled when they breathe out their last breath in the service of the mikado.

be hauled over six miles, while on Fourth it was less than two. In the earlier tests of mixture used, on patching only, there was an average of 10.98 per cent bitumen: a maximum of

In the last five years New South Wales has received \$28,111,872.33 for its wool clip, or only \$2,955,946.82 less than during the previous five years, though the sheep then numbered 228,107,648 in the aggregate, against only 175,396,044 for the last five water sources of the besieged and send

ears. the specter of pestilence stalking through A sidelight on Chinese immigration or importation into South Africa is cast by the following remark in the South African Press-Bulletin: "Quarrels and fights with drawn knives between Kaffirs and Chinese are of almost daily occurrence in Market square, Johannesburg."

Artificial indigo is now manufactured in neither given nor expected. The weapons Artificial indigo is now manufactured in Germany in large quantities and the low prices asked for it have tended to reduce the production of the natural indigo in East India. The latter country exported only 66.000 hundredweight of indigo last year, against 170,000 hundredweight five years ago.

years ago. The president of the British Board of Trade stated, in answer to a question in the House of Commons, that the average annual carnings of adult males employed in the principal industrial and agricultural occupations in the United Kingdom in a year of average employment might be year of average moloyment might be thur.





and the depth of human suffering and degradation upon which the glory of the general officers is pinnacled is a distinct pity and a matter of regret to those who elleve that the most powerful antidote to war is an exact knowledge of what war is. To my sanguine and perhaps visionary mind it seems quite possible that were the

blood curdling incidents of the great tragedy on the Lizotong depicted as they occur from day to day and from hour to hour by the vivid dispassionate pen of an eyewit-

As to News Gathering.

campaign, but at the same time the absence

49.187.70 necessarily led to the view, which is estab- that the Japanese army under Nogi still clent story around which, of old, the pyg mies raged, seeking to find some vital spot -the heel of this Achilles. During the days when the Chinese were in possession honored and will always be preserved in the temples of war with which the Island Em pire is thronged.

the main defenses, which the Russians still hold with the courage of desperation Didn't Want & Lawyer.

"I began to practice law in Dakota in the territorial days," said the lawyer from Chicago. "Our judges were sent to us, and some of them didn't know any more about the law than they did about the political beliefs of the mound builders. One of them -I'll call him Jones--was so appallingly ignorant that it was a great relief when, on the admission of North Dakota to the Union, he left the bench and began to

practice law. His successor was a man wholly without a sense of humor, and the Time and again the Russians have proposed a truce to give burial parties an oponly good thing he ever said in his life portunity to save from the vultures these was wholly accidental. A man was brought gallant bloodstained remains, and time and to trial charged with selling liquor to the again this offer has not been availed of. Indians. The judge asked him if he had a lawyer to defend him. The decomposing remains of those who

have fallen in the previous assaults are " 'No,' said the man, 'I don't want a lawleft there to serve a hideous purpose. yer.'

Rightly or wrongly, it has been surmised "Well,' said his honor, looking about the room till his eyes rested on his predeces- products of the Olds motor works. They that the want of respect and consideration for his dead which General Nogi has apsor, T'll appoint Judge Jones to defend parently shown is inspired by the thought you.' "-Washington Post.

positive guarantee that Uricsol cure your rheumatism dead of ten months of war lie still in a g o e swith everv sal

These partial glimpses of the horrible scenes which are daily enacted before the Sherman & McConnell Drug Co., 16th mighty stronghold suggest another exand Dodge Sts., Omaha, are authorized planation why the war correspondent has to give to every purchaser of six bottles been kept so to the rear since the outbreak of Uricsol at \$5.00, a positive guarantee of hostilities, for things are happening that Uricsol will cure your Rheumatism. which if they were boldly related would Uricsol is the great California remedy rob war of its imaginary halo and prove that dissolves the uric acid deposits and too strong for the stomachs of those who removes the cause of rheumatism and yet believe that considerations of humanity

Fout and of civilization are powerful factors in Uricsol will not harm or injure any world politics. It is, of course, quite true part of your body, on the contrary it will that in these days of all-prevailing telegtone up the stomach, create an appetite. raphy, wireless and otherwise, a corps of stimulate the liver and kidneys, removzealous but inexperienced war corresponding the excess of uric acid that causes ents come together from all over the world so many ailments, chief of which is rheuis a danger and a menace to that secrecy matism. Write for booklet and diet list. which is indispensable to the success of a

The Uricsol Chemical Co., Los Angeles, Cal.



The Railway Automobile.

road in place of the hand car or ordinary steam inspection car is one of the latest envenient place to carry tools, etc.

first conceived the idea of a small car built to railroad guage with flat wheels One small road in Utah expects to use them hours. On certain lines in Detroit, it is instead of rubber tires to be used as in- for carrying passengers on a short "spur" said, the cost of hauling each passenger spection cars by railroad officials, such line, giving frequent service between points after 1 o'clock in the morning is nearly IIas track inspectors, construction engineers. which provide hardly enough traffic to pay this because of the necessity for operating bridge men, superintendents, roadmasters the coal bills of a locomotive. Yet, this the power plant to supply a very small and others whose duties take them along little car will do the work and show a nice number of cars. Being self-contained, the the line.

The first Olds railroad inspection car them for the use of division officials and was a small runabout after the regular inspectors, for both regular duties and Cidemobile pattern, with a dosadoes seat emergencies. Only a railroad man can

to carry four people. It was tested out fully appreciate the advantages of a car of for 8,000 miles over the Michigan Central this kind, but it may be explained that the tracks and created great interest among automobile is always ready, needs no firing railroad men. It had a four-horse power up; the expense of maintenance and operamotor, but it did marvelous work in piling tion is practically nothing, compared with up mileage and had no trouble whatever the locomotive, and the man who uses it is in climbing any grade on the road. his own engineer, fireman, brakeman and

The possibility of a gasoline inspection conductor. Moreover, the automobile is so car proved so far-reaching that the ex- arranged that it may be lifted bedily from bad place in the roadbed. "Good fault." perimental department of the Olds motor the ralis, like a hand-car, and carried though easily remedied by adjusting the works has been at work developing this around a break or obstruction, where a springs. In the way of repair bills the finafeature for a considerable time. They locomotive would be hopelessly stalled. have at last produced the car, which is shown in this picture, and it is very prac- has a field even wider than on those mobiles are subject to arise from rough tical in every way and has been thor- operated by steam, and officials of these roads. Letters from railroads using them oughly tested on long trips over railroads corporations are taking much interest in show that repair bills are almost nothing. by officials of the road. The result of the the matter. It must be remembered that while the expense of operation mile for

experiment is a large inspection car with a the gasoline car is independent of over- mile is so small it is hardly worth considlong, roomy tonneau, capable of holding | head wiring, power house and everything | ering.

An automobile that will run on a rail- 1 six passengers. This tonneau can be re- else except its supply of water and gasonoved and the platform undernenthy is a line. Perhaps the greatest argument for the automobile on trolley lines is found

The uses to which these cars will be put in the problem facing every street car comn various places are almost without limit. pany for caring for the light traffic at late profit on it. Other roads will purchase automobile could, in this case, turn a deficit into a big profit-which applies to every large city in the country as well as to Detroit.

The efficiency of these railroad autos. compared to those used over ordinary roads, is remarkable. Having a smooth roadbed, they run with a velvety motion that astonishes the passenger, and there are no tire troubles. This smooth motion led one track inspector who tested the small car to say that it did not suit his purpose, since he wanted to "feel" every chines are making an odd demonstration In use on electric roads, the automobile of the fact that most of the troubles auto-

