

The Planet.

DAILY AND WEEKLY
Chatham, Ont.

THERE IS ONLY ONE WAY TO SECURE GOOD ROADS

Mr. W. H. Campbell, provincial instructor on public highways, in a special report to the Government states that the agitation in favor of good roads, carried on by the Government during the past few years, has greatly advanced public opinion in the cause, and has further shown that the system used at present to make and maintain our roads has been by no means conducive to the best results. Mr. Campbell held that the popular idea which at first prevailed, that the chief object of the movement was to increase the expenditure on roads, has been largely dispelled, and that it has become generally recognized that the aim of the reform already accomplished in Ontario has been to produce a proper administration of the money now being spent upon the highways. He further says that this applies to both city and town, as well as country roads, in all of which a great annual waste has been going on.

The report shows that the actual money expended upon roads, streets, and bridges, from 1887 to 1896, amounted to \$30,623,938. Added to this is about 11,000,000 days of statute labor expended in the townships, which gives a labor and money value of \$41,025,358, an average of over \$4,000,000 per year. Mr. Campbell contends, after a careful examination, much of this is wasted by methods pursued in townships, villages, towns, and as a general thing in cities, through faulty administration and careless and inexperienced supervision. His report further says: "Ratepayers generally are possessed of the idea that the roads are now built and maintained by statute labor, and that if this work is not performed in the most faithful manner, no serious crime is committed. They fail to realize, however, that owing to the very imperfect manner of doing this work, municipal councils are obliged to impose a direct tax, the amount of this tax, the indifference in expending it, and the inferior results produced, comprise the serious phase of the whole question."

In the county of Middlesex, for example, in the past ten years only 187,580 days of statute labor have been placed on the roads. (Bar in addition to this, in the townships alone, a direct tax of \$724,868 has been imposed and expended on the roads and bridges of the county. This means nearly half a million days of statute labor, and about three-quarters of a million dollars, in all equal to an expenditure of \$1,212,558 in one county. It is known that previous to the making of this expenditure all the main roads had been gravely by the county and were in practically as good condition as they are to-day. This also is true of the principal lateral roads. An improvement has no doubt been made upon those of less importance by placing upon them large quantities of gravel. During the dry season these roads present a most favorable appearance, but it is generally admitted that from the dirty, inferior and improperly prepared material used, and the want of proper care in shaping the road and preparing the foundation, only a crust has been formed which dissolves after every shower, and breaks up in the spring and fall, demanding a new application of material each year, making the expenditure an annual one, and this enormous taxation is perpetual.

In this county, Middlesex, within the past few years, the building of durable bridges of iron and steel has secured the profitable expenditure of about one-tenth this amount. When it is remembered, however, that this important work of highway construction is done without any plans, specifications, organization or regular supervision, it can easily be understood that money is wasted and labor misapplied. That this should be permitted is due to the indifference of the people and their blindness as to what the roads are really costing them. Had business methods been adopted in Middlesex ten years ago, proper principles of roadmaking followed, and doing the work cheaply and expeditiously with a proper scheme for supervision, Middlesex should have at least 1,000 miles of first-class macadam roads good at all seasons and requiring only attention to preserve them, while the remaining road mileage should have been much improved.

This county affords evidence of what is going on throughout the province. With a knowledge of the true condition of the roads, the returns filed at the Bureau of Industries showing the millions of money and labor expended upon our roads, are simply alarming. They form one of the most interesting features in connection with the agitation for road reform, arousing at all public meetings an expression of amazement and an absolute condemnation of present methods. In no branch of public work is there more cause for scrutiny and criticism, or greater necessity for economy and reform.

In giving some of the underlying defects of the present system, the report states that the control is so scattered that no one can be held responsible for a proper expenditure of the

Backs That Ache.

Kidneys That Won't do Kidney Work.

CHATHAM TALK

It is but a short time, (counted by days) since Dr. Fitcher's Backache Kidney Tablets first came to Chatham. It was said they were something entirely out of the common as a specific for Backache and Kidney Complaints, and that they acted very quickly and made startling cures of cases that all other medicines failed to influence. Chatham people are quickly coming to the front to substantiate this statement. One of them is R. Hart, North Chatham, who relates his experience as follows:—

"I have always worked hard at day labor and odd jobs in different places. Have been very lame, stiff back as a result. To this I lay my kidney trouble; the pain was bad, and the water troublesome and thick. I could not rest at last in any position. I had been using different medicines without much relief until I got a bottle of Dr. Fitcher's Backache Kidney Tablets at A. I. McCall & Co's drug store. They did for me what other medicines could not; stopped the pain and soreness and cleared up the kidney trouble. I am grateful for this and will do all I can wherever I go to let others know of my cure."

To prove the wonderful merits of Dr. Fitcher's Backache and Kidney Tablets, arrangements have been made whereby every reader of The Chatham Planet can obtain a sample package absolutely free by addressing The Fitcher Tablet Co., 48 Adelaide St. East, Toronto, and enclosing two cent stamp for postage. Kindly mention The Chatham Planet when sending address.

labor and money devoted to roads; and further that the payment of a tax in labor is too vague and clumsy to meet modern conditions. Another evil, the instructor maintains, is the divided responsibility in township governments.

In his opinion statute labor should be abolished, as has been done in a number of townships.

BRITISH LOSSES UP TO DATE.

The total number of casualties to date in the British army in South Africa, is 17,901, made up as follows, the deaths from injuries being deducted from the totals of wounded: Officers killed 219
Officers died of wounds 44
Officers died of disease 59
Officers died of accidents 3
Non-commissioned officers and men killed 2,029
Non-commissioned officers and men died of wounds 417
Non-commissioned officers and men died of disease 1,168
Non-commissioned officers and men died of accidents 29
Total deaths 3,958
Officers wounded 630
Non-commissioned officers and men wounded 8,850
Total wounded 9,480
Officers missing and prisoners 171
Non-commissioned officers and men missing and prisoners 4,292
Total missing and prisoners 4,463
Grand total 17,901

Of the total number of deaths no fewer than 1,207 are from disease, and the proportion due to this cause is steadily rising. Last week it was 28 per cent; this week it has gone up to just over 31-1-2 per cent, or very nearly one-third. On the other hand, the mortality from wounds remains exceptionally low, only 4.7 per cent of those injured in action having succumbed to their hurts.

WHY DON'T THEY FIRE HIM?

The Liberal leaders cannot muzzle Mr. Bourassa. Neither can they prevent him calling himself a Liberal if he wants to. But they can and ought to fire him out of the position of party whip, when he expresses such views as this, in talking to the electors of Quebec:

"When men do not enlist quickly enough, a commissioner will be appointed, and he will visit your homes, knock at your door, and if it is not

Losing Flesh

indicates insufficient nourishment. It leads to nervousness, sleeplessness, general debility, and predisposes to Consumption and other prevailing diseases. To guard against these take

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opened he will break it in, for he will have the law on his side. Then he will choose your ablest son, perhaps the very one you depended on to support your family in your old age, put a uniform on his back, a rifle on his shoulder and send him off to Asia or Africa to fight for the glory of England. While the shrieking loyalists of Toronto and Halifax will indulge in banqueting and drinking champagne, the poor old mother will be weeping at home for the son who has been carried off to the war."

It is to be hoped Lord Roberts soon gets those horses he is waiting for. The South African situation is again becoming trying on the nerves.

Couldn't the Government aim a blow at the combines by including an anti-trust clause in all franchises or charters henceforward granted.

The present war goes to show that the horse breeder who raises animals suitable for artillery and cavalry use is the man who is going to make money.

When Admiral Dewey gets through with this presidential contest he will be better able to realize just how the Spanish admiral felt the day after the battle of Manila Bay.

We don't believe the report that the opposition intend to obstruct the session over June so as to prevent a dissolution of parliament this spring. The quicker both sides get done talking, finish up business and go home, the better the country will like it.

Before he left Detroit Frederick Kerr, Mrs. Lingtry's leading man, dropped an affectionate note to the editor of the Detroit Tribune, in which he says: "Sir, You and your staff are paid to be liars, are you not? What a miserable set of 'De-regenerates' (vide Webster), are the little newspaper folk, of this enlightened continent." As Kerr offered to thrash a Philadelphia editor in the same sacred cause, the Tribune editor may be thankful he contented himself with dropping a note instead of calling in person.

The education department of Ontario has issued a circular in which the following suggestions are made with reference to the observance of Empire day, May 23: "It is desirable that every suitable means should be adopted to foster among the youth of our country a high national sentiment. The subject is specially important this year, since the struggle in which England is now engaged, and in which Canada is taking a prominent part, will call forth increased love for British institutions. For the children of our school to appreciate rightly what they owe to the British Empire, it is necessary for them to know something of the traditions, its perils, its stages of growth, its source of power and its many glorious achievements."

There is no love between equals.

Man drunk, Block Signals sober. The introduction of block signals on railroads running fast express trains has lessened the danger and also created a feeling of safety in the minds of those who are compelled to travel to any extent.

The pilot on the engine of the postal express when it reached New London, bore the signs of an accident in which some track walker had lost his life. The engineer knew nothing of it, nor could he tell when the supposed accident happened.

None of the operators could shed any light on the mystery, but, strange to say, the operator in the tower just east of the Westerley station failed to respond. Repeatedly he was called up, but to no purpose.

An investigation showed that he was lying on the floor, dead drunk. From the appearance of things it looked to those present at the station as if the man had set out deliberately to celebrate. All the signals were set at safety, and there was no reason why the accident should have been avoided.

Not Polite to Interrupt. "I want to get off—the man with the round, expressionless face remarked slowly, and the thin, bustling conductor runs up the car and glared at the impassive passenger who did not move, but continued with the same even tone: "a good joke I heard the other day."

"Say, do you want a transfer to Bellevue?" was the ungrateful way the belligerent received this contribution to contemporary humor.

Reason for Not Hiding.

At an auction sale of miscellaneous goods at a country store the auctioneer put up a buggy robe of fairly good quality. An old farmer inspected it closely, seemed to think there was a bargain in it, and yet he hesitated to bid.

"Think it cheap?" asked the auctioneer, crying a ten-cent bid.

"Yes, kinder," was the reply.

"Then why don't you bid and get it?"

"Well, I've bought heaps o' things in dry goods and so on," slowly rejoined the old man, "and I never yet took home anything that the old woman thought was worth the price. If I got that 'ere robe for fifteen cents she'd grab it up, pull at one end, chew on a corner and call out 'Cheated again—more'n half cotton!' That's why I don't bid."—Ohio State Journal.

Women are only as old as they look.

The Mainspring of the Human Clock

The liver has been called the mainspring of the human organization. It is of vital importance that this organ should be free from all derangement and diseased conditions. Do not neglect the slightest symptom of liver trouble. Sick headache, indigestion, constipation, dizziness and sallow complexion are among the indications of liver complaint, and that you should begin at once to take

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