THE ACADIAN.

WOLFVILLE, N. S., MAY 13, 1904.

Acadia Second Forward Movement.

On Sunday morning last Dr Trotter presented the claims of this movement to the congregation of the Baptist church in town. He spoke at length, and the congregation was apparently deeply interested and warmly sympathetic.

He prefaced his reference to the movement by explaining the dignity and importance which attach to education as tributary to life. Life he said may be described as the Response of one's being to the universe about him and the God above him. Education is the awaking, the leading out of the capacity in response to the universe and to God. Christian education, which considers the human being in his wholeness, and seeks to lead out the spiritual as well as the intellectual capacity of the student, in harmony with Christian ideals, is the noblest type of education.

He explained the movement as to the need for it, the way in which it took shape, the present status of the movement, and the relation of the Wolfville community to it. He made it abundantly plain that in order to conserve the benefits of the First Forward Movement, and to provide for the new and urgent demands of the times, it was imperative that some further comprehensive effort be inaugurated. The story of how the movement took definite shape, including the negotiations with Mr. Rockefeller, was followed by the congregation with the keenest interest. A copy of Mr Rockefeller's pledge was read, and the inspiring fact made plain that if the movement can be carried through, the institutions will be put in a position of greatly increased liberty and efficiency. One hundred thousand dollars contributed by others will secure one hundred thousand from Mr Rockefeller. With such an addition to the resources of the institutions three things are to follow: (1) the buildings are all to be put in first-class shape, and the laboratories adequately furnished, (2) all debts upon Academy, Seminary, and College are to be completely cancelled, (3) the balance, $120,000.00, is to be added to the college endowment, thereby securing an increased income of five or six thousand dollars a year. Deficits would then be inexcusable, and all reasonable demands for improved equipment and expansion could be met.

It was pointed out by Dr Trotter that the raising of $100,000.00 is a heavy undertaking, calling for the hearty co-operation of all interested. The well-to do people of the constituency have done nobly, and it is already assured that $50,000.00 will be of $500.00 up to $5,000 00.

As a second stage of the campaign an effort is being made to find two hundred individuals willing to pledge $100.00 each. The third stage of the campaign will be an appeal to the rank and file of the membership of the Baptist churches of the three provinces.

Appropriately, the Wolfville Baptist church is the first one in the provinces that has been appealed to. It responded nobly to the appeal for the First Forward Movement, and it was felt that the same noble response might this time be counted on. The expectation is being amply justified. A pledge for one thousand dollars, and five for five hundred each, make the handsome sum of $3,500.00 pledged already by six members of the Baptist church in this town. Other pledges for smaller amounts, but representing devotion no less, bring up the total to-date to $4,400.00. Considerably more will be added to this amount before the church's full contribution can be reported, as a good many are yet to be heard from.

But on this occasion, as on the occasion of the First Forward Movement, the Wolfville contributions will not be confined to members of the Baptist church. On that former occasion a large number of contributions were cordially given by others than Baptists. The institutions largely created the town, and they are to-day its noblest asset, stimulating its growth, largely shaping its ideals, enriching its life, enlarging its business, and helping to make Wolfville in many respects one of the most desirable towns in the country. The citizens of Wolfville without distinction are proud of the institutions, are deeply interested in their future, and will want to do whatever they can to make sure the day, three or four years hence, when the Second Forward Movement can be declared successfully completed, and the institutions will be entering upon a new and splendid epoch in their history.

In addition to the many general motives which will operate to commend this movement, a unique and powerful incentive will be found in the fact that the collections for the movement are reported to Mr Rockefeller every three months, and that upon each dollar collected from others he promptly lays another dollar, a process which he is willing to keep up till he has contributed thus one hundred thousand dollars.

Already four quarterly reports have been made to him, and four checks from him for corresponding amounts have been received.

Town Council Meeting.

The regular monthly meeting of the Council was held on Thursday evening of last week, instead of on Wednesday when no quorum was present at the appointed time.

The Mayor and all the Council were present, except Couns. Fitch, with the Recorder.

A written report was received from the chairman of the Street and Public Property Committee, dealing with the work done during the past month. Considerable work had been done in the way of repairing damage done to streets and side-walks by the heavy rains of the spring; and in some places side-walks had been raised and gravelled. Some work had been done on Willow avenue in the way of widening it out at the north-end to provide a place for dumping refuse from the gravel pit and elsewhere. About 100 tons of stone had been broken ready to put on Main street at once. Arrangements had also been made for repairs on the policeman's residence.

The report of the Health officer dealt with a number of important matters. Suggestions were made concerning connection with the sewer, the closing of man-holes on Main street and the lower portion of the larger avenues, the emptying of cess-pools still in use, the enforcement of the town by-laws in reference to keeping pigs, &c.

A letter was read from Mr L. Dev. Chipman, county clerk, enclosing copy of resolution passed by the County Council at its last meeting respecting the proposed exhibition. A letter was also read from Mr Alex. McNeil, president of the 'Good Roads Association,' giving information as to the progress of the movement for better roads.

A communication was read from Mr John S. Hughes, of Milton, Queen's county, asking for information respecting electric light service in the town, sc., to which the clerk was instructed to reply:

The following accounts were read and ordered to be paid:

E. Coldwell	$20.00
J. L. Gertridge	17.17
Acadia Electric Light Co.	42 70
W. F. Parker	15.00
Town Clerk	2.19
J. Hamblet Wood	2.56
F. J. Porter	40.00
Fred R. Haystead	25.00
L. W. Sleep	22.23
Bruce Spencer	.50
Creighton & Marshal	4.35
Mr. J. Fitch	10.00

It was decided that Dr. Dickey be paid $2.50 for attendance on the late Fred Farris, in his last illness.

Mr. I. B. Oakes was present from the Board of Trade and spoke on behalf of that body in reference to the unsanitary condition of the railway station. The clerk was instructed to inform the Health Officer of the dissatisfaction existing with the waitin to have the nuisance removed as speedily as possible.

The Mayor and Couns. Wallace and Duncanson were appointed a committee to confer with the Board of Trade in reference to the letter received from the county clerk re possible deficit in proposed exhibition.

The Street Committee was instructed to place two electric lights on Gaspereaux avenue, south of the light at Mr Regan's residence.

Resolved that the charge for cleaning cess-pools be not less than $5.00 each.

Resolved that the Street Committee, acting with the Recorder, take steps to look into the matter regarding Mud Bridge and report to the Council.

Mrs. L. W. Andrews and her 'Inheritance.'

During the past two or three years Mrs L. W. Andrews, of Wolfville, has been making statements to the effect that she had been deprived of her 'inheritance' by the executors of her father's estate. That the statements made by Mrs Andrews are utterly false can be proved to the satisfaction of every one by the documents on file in the Probate office in Kentville. These documents will show that the condition of the will was carried out to the letter. The executors did nothing without the direction and sanction of their legal advisor and the Judge of Probate. Of this Mrs Andrews is fully aware, as she called at the Probate office and the Judge placed before her all the papers and pointed out to her that in nothing could the executors have done differently except that they could have taken fees for their services, but these fees they declined to take. Thus having served the estate for nothing, it seems the more aggravating to be falsely accused and slandered by Mrs Andrews, and, especially since she knows full well that there is not the slightest cause for her abusive language.

On the day the estate was closed in July, 1901, the amount coming to Mrs Andrews under the terms of the will was invested for her benefit and she has been receiving the income from the same since that date.

If Mrs Andrews is dissatisfied, she should find fault with the dead, not the living. Of the making of the will, and of its contents, the executors knew nothing till called upon to administer the estate. The only thing they could do then was to carry out its provisions. There is evidence in the Probate office open to the inspection of everybody to show with what measure of fidelity they discharged their trust.

J. F. TUPPS,
A. L. WOOD.

Executors of the Last Will and Testament of the late L. C. Woodworth, of Canning.

Wolfville, May, 1904.

Road Making.

John Loudon McAdam, according to his own account, returned to Scotland from America in 1783, when the Scotch Turnpike Acts had been about 20 years in operation and roads were still being made everywhere. He got appointed commissioner of roads, and afterwards removed to Bristol, where he obtained a similar post and was made a magistrate. Gifted with a mania on the subject, he began about 1794 to travel over the country at his own cost; and these labors were continued from Inverness to the Land's end for six and twenty years, for no other purpose, apparently, than to search for a well made road and the best means of making one. In this way he spent nineteen hundred and twenty days, covered thirty thousand miles, and expended over £5,000. These facts being well known in Bristol, he was in 1816 induced to take the Turnpike Trust, which then managed all the surrounding roads. These, to the extent of one hundred and forty-eight miles, were rapidly and entirely re-formed and put into the best possible state for use, at an expense considerably [illegible] of the Trust'—which had previously been in debt £290 a mile. This soon attracted general attention, his advice and assistance were sought in all directions. Meanwhile he must have had a correspondence greater than that of many a minor government office, for he explained his principles and plans to everyone with perfect candor; and his enthusiasm was such that his gratuitous services were at the disposal of all who came to him or sent for him. What was the talk of the whole country at length engaged the attention of Parliament, and a select committee was appointed in 1819.

McAdam's plan of road-making differed as much from the old way, which he found in operation, as a bridge does from a ford. Instead of going deep for a 'bottoming,' he worked solely on the top. Instead of producing a peaked, roof-like mass of rough, soft rubbish, he got a flat smooth, and solid surface. In lieu of a road four feet and a half through, he made one of at most ten inches in thickness; and for rocks and boulders he substituted stone broken small. His leading principle was that a road ought to be considered as [illegible] artificial flooring, so strong and even as to let the heaviest vehicle pass over it without impediment. Then people began to hear with wonder of roads, thirty and forty feet wide rising only three inches in the centre, and he proposed the extraordinary heresy that a better and more lasting road could be made over the naked surface of a moor than over solid rock. Another of his first easy principles was that the native soil was more resistant when dry than when wet, and that, as in reality it had to carry not only the traffic but the road also, it ought to be kept in the condition of greatest resistance; that the best way of keeping it dry was to put over it a covering impervious to rain—the road in fact, and that the thickness of this covering was to be regulated solely in relation to its imperviousness, and not at all as to its bearing of weights, to which the native soil was quite equal. Instead of digging a trench, therefore, to do away with the surface of the native soil, he carefully respected it, and raised his road sufficiently above it to let the water run off. Imperishability he obtained by the [illegible] very [illegible] broken small, and pressed together, as the traffic on the road, rapidly settled down face to face and angle to angle, and made as close a mass as a wall. Mankind in general now believe that this last is all that McAdam invented, the rest is forgotten. That important fraction of his discoveries is what has given to us the verb to macadamize ('to pave a road with small broken stones'—Skeat,) and to the French their nouns —macadam ('nom d'un pavage inventé par un Anglais'—Littre,) macadamiser. If a man is knocked down by an omnibus in the middle of the boulevard, Parisian bystander will nowadays say: 'Je l'ai vu tomber sur le macadam.'

Surprise followed surprise. Roads which were mere layers of broken stone, six, four, or even as little as three inches in thickness, passed through the worst winters without breaking up, while, as the coachmen used to say, they 'ran true,' 'the wheel ran hard upon them, it ran upon the nail.' Commissioners could not believe their eyes when they saw new roads made for much less than it had cost them yearly to repair their old ones. When an old road was given into McAdam's charge he often made a new one of it for £88 a mile, while round London the cost of annual repairs had been £470 a mile. For he knew that the roads—such had been the ignorant waste—generally contained materials enough for their use for several years if properly applied. Unless the road was hopeless, he went to work in a practical cheap way, first cutting off the 'gridiron' of ruts in the centre to a level with the bottom of the furrows, then 'picking' the road up to a depth of four inches, removing all the chalk, clay, or mud, breaking the large stones small, and simply putting them back again, and one of his directions to his workmen was that 'nothing is to be laid on the clean stone on pretence of binding.' But too often the road was so bad, as at Egham, that it had to be removed to its foundation.

For the repairs of his roads, when once made, he always chose wet weather, and 'loosened the hardened surface with a pick' before putting on the fresh broken stone: things familiar enough to us now, but paradoxes then to all the confraternities of the roads. In this way he had the greatest success with the freestone near Bath, and on a road out of Bristol towards Old Down, where everybody had always said a good road never would be made with the materials available. This impossible road of eleven miles, which the Postmaster-General, as a last resource, was about to indict, he perfected in two months, in 1816, for £55 a mile. Indeed as to materials, they were to some extent a matter of indifference to him, provided Flint (Essex and Sussex) he said, made an excellent road, if only broken properly small; limestone (Wilts, Somerset and Gloucester) consolidates soonest of all, but it is not the most lasting; the pebbles of Shropshire and Staffordshire were also good, and the beach pebbles of Essex, Kent and Sussex, were some of the best materials in the kingdom, but the whinstone or granite of the North and of Scotland, he pronounced the most durable.

Even in the breaking of stones McAdam made a revolution. He saw that able-bodied men standing up with heavy hammers wasted the greater portion of their strength. He made his stone-breakers sit, so that all the force of the blows took direct effect on the stone, and the result was that he found small hammers did the work perfectly well, and thus was enabled to confine it to old men past hard labor, women and boys, which reduced the cost of the broken stone by one half. The size to which the stone should be broken he determined in a practical way by the area of contact of an ordinary wheel with a smooth road. This he found to be about an inch lengthwise, and therefore he laid it down that a 'stone which exceeds an inch in any of its dimensions is mischievous'—that is to say, that the wheel in pressing on one end of it tends to lift the other end out of the road. In practice he found it simplest to fix a weight of six ounces, and his surveyors carried about scales to test the largest stones in each heap. He would allow no large stones even for the foundation of his roads, for he found they constantly worked upwards by the pressure and vibration of the traffic. The whole road was small broken stone, even over swampy ground.

But there is nothing new under the sun: and Mr. Cripps, a Surry magistrate, stated in the same year that in Sweden, where the roads were 'more beautiful than any he ever beheld,' McAdam's system (quite unknown to him) had long been in operation,—the roads being almost perfectly flat, and the granite for them being broken even as small as walnuts. Telford, too, 'a gentlemen' as the entertaining Mogg observed, 'whose works as an engineer continue to panegyrize his name,' had been at work in north Wales, laying the Holyhead and other roads of an elliptical section which was almost flat.

McAdam having expended so much of his private resources for the public benefit, found himself embarrassed about 1820, and petitioned Parliament for his expenses and some reward. He was for some time sent about from post to pillar between committees, the Treasury, and the Post Office, and repeated his petition in 1823, when at length a select committee was appointed to consider his case. They reported that he had essentially benefited agriculture, commerce, and manufactures, by the ease of traffic he had introduced; that he had reduced horse labor and the consequent expense horses, had diminished the wear and tear of carriages of all kinds, and had increased the comfort, convience, and safty of the public generally. They added that wherever he had gone to work he had brought down the poor-rates by finding employment for 'the surplus laboring population,' and had abolished the odious impost of statute. In fact he had fulfilled the expectations of the committee of 1811, who prophesied a minimum saving of five millions, whenever the roads should be put in good order. This committee of 1823 also reported that the system of 'appointing a large number of noblemen, gentlemen, farmers, and tradesmen, as commissioners of roads, had failed. The result was that McAdam was voted £10,000; and a Surveyor-General of metropolitan roads having been appointed in 1827, he got the post. He died in 1836.

McAdam had no special or technical education, and yet by force of 'ability and indefatigable exertions,' to which all bore testimony, he discovered what no professional engineer (if in some particulars we except Telford) had been able to descry. One of the many definitions of that elusive term 'genius' is a transcendent capacity for taking trouble. In this sense McAdam undoubtedly was a man of genius.

A lady remarked to me the other day: "What a blessing to be able to select such beautiful room paper at home, instead of standing around a store and then box getting what you want." Send a word to B. G. Bishop and he will show you samples of the finest and cheapest Wall Papers in America. 'Twill be a revelation to you. Feb. 19, 3 mos.

Invitations are out for a dance to be given at the Central House this evening by the 'bachelors and benedicts of Wolfville.'

Billtown.

This place has a new cemetery, and none too soon, for the old one was being overcrowded.

It comprises thirteen acres of ground, procured from W. S. Sweet, Esq., lying between Billtown and Lakeville. The situation is excellent and the soil everything to be desired. It is laid off into lots, walks and driveways, with a square in the middle, on elevated ground, to be beautified and adorned.

The promoters of this enterprise are worthy of commendation.

The funeral of Mrs Rupert Parish took place last Sunday at the home of the deceased in Woodville. She was a daughter of the late Asahel Rockwell, of Woodville, and had a large circle of relatives and friends. She leaves a husband, a daughter and four sons. Two of them, Forrester and Stanley, reached home from Winnipeg a few days previous to her death. The large attendance at the funeral service was an indication of the high esteem in which she was held by the community. Her remains were the first to be interred in the New Cemetery.

BIRTHS.

SCHOFIELD.—At Wolfville, May 6th, to Mr and Mrs Norman E. Schofield, a son.

HERBIN.—At Wolfville, May 12th, to Mr. and Mrs. J. F. Herbin, a daughter.

KAYE.—At Wolfville, May 9th, to Mr. and Mrs. John Kaye, a daughter.

Real Estate For Sale.

Within the town of Wolfville and neighborhood:

1. Shop and premises on Main street next west shop at corner of Main street and Highland avenue, now in occupation of J. W. Selfridge.

2. Parcel of land containing about 3 acres on Main street, directly opposite 'Thornleigh,' late residence of John W. Barss, deceased. This property measures upwards of 300 feet on the street and is well adapted for building purposes.

3. About 13 acres of dyke land just below and adjoining on the north of the last mentioned land.

4. About 9 acres of land on west side of Highland avenue, containing about 150 apple trees just coming into bearing. This property would make fine building lots.

5. On the Wickwire dyke, five and a half acres of land near the division dyke.

6. In Grand Pre, buildings and premises lately occupied by John Robinson. This farm contains 30 acres of land, of which 10 acres are in orchard. There are 600 apple trees, the greater number just coming into bearing, besides pear, plum and peach trees.

For futher particulars apply to

ANDREW deW. BARSS,
or
HOWARD BARSS,

Executors of Estate of late John W. Barss.

Wolfville, N. S., April 25, 1904.

Motor Cycle for Sale.

A Thomas Auto-Bi in first-class running order. Looks and is as good as new aside from ordinary wear and tear. Will be sold at a bargain if taken at once. Good reasons for selling.

M. W. BLACK,
Wolfville.

PROPERTY FOR SALE

The property in Wolfville known as the "Wolfville Hotel" property is offered for sale, and will be disposed of either en bloc or in lots to suit purchasers. Also a fine lot on Gaspereau Avenue near Main Street. This property is all set with fruit trees.

For further particular apply to

T. W. WALLACE,
Solicitor.

Wolfville, Apl 8, 1904.

Notice.

I would respectfully inform the public that I am now in a position to do all kinds of Furniture repairing and upholstering, and all other kinds of shop-work at short notice. Orders solicited.

JOHN L. MURPHY.

FOR SALE!

House and lot on Gaspereau Avenue. House contains 11 rooms and Bathroom. There is a comfortable stable on the premises, also a small orchard. For further particulars apply to

E. S. CRAWLEY, Solicitor.

tf. Wolfville, N. S.

Genuine Edison Phonographs

I can sell you Phonographs same price as you get them at the head office in N. Y. city.

Stock of Records always on hand.

E. M. ARNOLD,

Graduate Optician and Jeweler.

Kentville, - - Nova Scotia.

Opposite Post Office.