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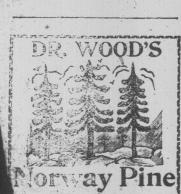
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VOL. 19.

CHATHAM, NEW BRUNSWICK, DECEMBER 29, 1892.

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CONSIDERING THE COST.

Cheap and Costly Roads-Why the Cost Good Work at Small Expense.

THE MAKING OF ROADS.

country residents at large in the importance of good roads, is indicated by the general discussion on the subject; but the great difference of opinion as to the best means to employ in bringing about a general improvement, is likely to cripple the work. A difficulty often exists in not adapting the proposed system to the neighborhood of the cost of such work. adapting the proposed system to the neigh-berhoods to which they should be fitted. A costly and highly finished road is probe rhoods to which they should be fitted. A costly and highly finished road is proposed and urged for a region of country which is not able to sustain its great expense. The cost may be out of all proportion to its advantages. The farmers in a certain part of the country, however strongly they may need the great advantages of cheap and easy conveyance, would revolt from an enormous tax. They can now with difficulty earn enough to pay their family expenses and meet the annual taxes. To talk of constructing a highway costing a thousand dollars or upwards for each mile with their assessed means, naturally frightens them at the prospect of an enormous additional burden. There are other neighborhoods or regions of country where the land owners are men of wealth and would not shrink from a large sum for substantial improvement. While they are in the way to enjoy these superior advantages, it should be remembered that a much larger portion of the community are meeting with difficulty the constant demands upon them. But they ought not and cannot afford to drive over rough and middy roads all their lives, and the main question occurs if much cannot be done with carefully expended moderate means. In the excellent articles from James Wood published several weeks ago in the Country Gentleman, he showed the great benefit derived from the heavy and massive roller, in smoothing the road bed and rendering it solid and compact. The cost of

benefit derived from the heavy and massive roller, in smoothing the road bed and rendering it solid and compact. The cost of uch a roller and of the steam engine to drive it, may be too great for farmers already supporting heavy mortgages to meet, but the same advantages may be obtained in some measures at least, in another way. Every farmer may aid in rolling the roadbed with his own team and at little cost, and it need be but little burden to him. Let the law be enacted that heavy wagons shall have tires to their wheels a certain number of inches wide, and then

is secured by a law like that of the Michigan road law. The owners of wide tires have a robate of their annual taxes, corresponding with the width of their wheels, ln either way the roads are kept more in the side ditches and would do excellent service without the side ditches proposed would do excellent service without the side ditches proposed would do excellent service without the side ditches proposed would do excellent service without the side ditches proposed would do excellent service without the side ditches proposed would do excellent service without the side ditches proposed would be service. have a repart of their annual taxes, corresponding with the width of their wheels. In either way the roads are kept more solid, smooth and compact than would be easily practicable in any other way, and month after month the improvement would be continually going on with no detriment. Add to this, the monthly removal of all loose and fixed stones in the track, and the prohibition of the was of muck instead of prohibition of the use of muck instead of hard earth for the high ay with sufficient drainage, and fairly good roads might be enjoyed by every man in he town, at little cost compared with a vast assessment for a costly structure.—Country Gentleman.

which roll over each other and do not remain in place. The angular fragments, on the other hand, become, by their angles, compactly wadged together. The excavation which is made for filling to make a walk, if eight inches deep, may be filled with four successive layers—the first two inches or more at the bottom, evenly spread and then beaten solid; then the second layer similarly treated; then the third and last the upper stratum of an second layer similarly treated; then the briding and last, the upper stratum of an juch or two, of finer material and with a very even curface, smoothly beaten. Such a walk will be far more perfect and well compacted together, and be superior to one all filled at once, and not thus packed in a solid mass.

solid mass.

A carriage road is to be similarly treat
d pressing each added layer with a heavy
roller, and finishing the whole by pressing
repeatedly and making thorough work.
For public roads, whether made of earth or gravel, the relling should be thorough, and the slipshod practice especially avoid-ed of leaving the material in heaps for the passing vehicles to level and make hard which they however never accomplish, and only make a lumpy rutted wagon

Anyone may see the compacting pro-cess illustrated who burns anthracite coal in an open stove, or where the top is open or accessible. Take the size commonly known as "grate" or "stove coal," and ob-serve the facility with which the flamarreams up through the crevices of the coal, when the fire happens to burn furiously. Now take a light poker or any light iron rod and tap this coal sectace a light iron rod and tap this coal startage of number of times, going over the whole appeatedly, and causing the fragments of coal to settle among one another and fill up all these crevices, greatly reducing the intenseness of the fire. In the same way the broken stone is made to settle by heating into a nearly solid mass.

Where gravel instead of broken stone is used, it should be assorted and screened, so as not to be broker than chestnut coal for as not to be larger than cheatnut coal for all but the surface, and not larger than stove coal for carriage roads.—The Culti-

Dr. Paresis-Well, Mr. Scards, Low Co

The Groom-Why are you sighing, & st? Now that we are married, are

How to Make a Road That Will Last for The ideal country road is the macada The ideal country road is the interaction.

The first cost is heavy, but the roadbed can be kept in repair at small expense, and ultimately saves to those who use it far more than it cost.

The usual method of laving a macadam

road is as follows: First, a layer of three to six inches of broken stone, about the size of one's fist, to be put upon the grad-ed roadbed in dry weather. After consoli-dation add successive layers until the de-



sired thickness has been obtained, all the

rolled.

Macadam's custom was to put three layers of broken stone to secure a depth of nine to ten inches. The cost of the con-struction varies greatly according to the material used, distance of transportation It furnishes a test of the cost of such work in this vicinity. After the roadbed had been put in the proper chape a course of broken limestone about eight inches thick was laid and solidly packed by sledging. On the top of this was a course of finer stone, none larger than two inches in its largest dimensions, of about four inches thick was laid and thoroughly rolled with a fifteen-ton roller.

The top layer was kent sprinkled while

a fifteen-ton roller.

The top layer was kept sprinkled while being rolled, and it was rolled a second time. A thin layer of gravel or very fine stone was put over the top to act as a binding material. Limestone was used, although it is a little too soft to make the best roadway, because of the crumbling or wearing away. The cost was about \$4,000 a mile.

Much work is wasted by the moving or packing of loose material on the road surface by the horses hoofs or by the wagon tires. W. W. Carson reports to the Tennessee station (B. 3, iii) that the load which a horse can draw on an earth surface, can be made a third heavier on a graveled surface, four times heavier on a crushed stone planked surface. Poor roads are estimated to cost the farmer at least \$15 a year for each horse. The aggregate loss would pay

ROAD, SURFACE WITH MIDDLE CURVE. for many miles of good road surface Roads with a rounding surface soon wear hollow in the middle and hold the water to make mud holes. The water will drain from the cross section shown in the en-graving, which has straight lines for sides, rising one in 24, and a slight curve in the middle. The side ditches should be kept

It'le cost, and it need be nacted that heavy to him. Let the law be enacted that heavy wagons shall have tires to their wheels a certain number of igehes wide, and then instead of cutting my the track into deep ruts, they will press the surface into a smooth highway. Carriages and buggies wilk-require less width of tire. Such an arrangement will result to a certain degree in a great advantage over the steam roller The latter will be used only for a limited time and as a single machine; the broad tire will be used only for a limited time and as a single machine; the broad tire will be used by every owner in the town; it will be in operation, not for a limited period, but for the whole twelve months of the year except certain portions of the winter. The owners will not be called upon for an assessment or toll every time they go to market or mill, but after having possessed their improved wheels, they will find themselved research indicated the will be undertained to the world in the country who furnish such additional tire to be attached to common wheels at small expense.

The same result, with different means, The same result, with

prohibition of the was of muck instead of hard earth for the high any with sufficient drainage, and fairly coo roads might be enjoyed by every man in the town, at little cost compared with a vasy assessment for a costly structure.—Country Gentleman.

MAKING SOLID WALKS.

The Materials Employed Should Be Placed in Successive Layers.

Making walks and carriage drives of gravel and broken stone placed loosely in position renders them deficient in smoothness and solid character. They are soon uneven and distorted in some degree, and are liable to be more or less displaced. To prevent this result the material should be placed in successive layers, and each one heaten hard before the next one is applied. It is here that broken stone, with its angles, has a great advantage over rounded and worn gravel, the smooth pebbles of which roll over each other and do not remain in place. The angular fragments, on the other hand, become, by their angles where they wanted to with ease, and at the very season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was an actual pleasure, and soon almost every season when they had most leisure. To ride a few miles after supper was actual pleasure, and soon almost every season when they had moso

The one thing necessary to a good road—earth, gravel, macadam, or paved—is thorough drainage of the foundation, Money has been misapplied in road-making because of neglect of thorough drainage, even when the money has been used to build roads of a material that should give them a permanent character. On the western prairies, where the natural drainage is poor, undrained gravel roads have suddenly become mud roads when put to the severe test of a long rainy spell in winter and early spring. Not the least unfortunate result of this has been a prejudice against gravel roads in particular, and a scarcely less pronounced distrust of per manent roads in general Lack of drainage was the real cause of the failure.—American Agriculturist.

The commercial value of high class roads difficult to estimate. But it is a wellis difficult to estimate. But it is a well-established fact that a horse can draw twice as much load on the surface of a unsadam-ized road as upon a dirt road in its best condition; four times as much as when the dirt road is in its average state, and ten times as much as when the dirt road is turned into mud.—Exchange.

PROM GFGIE debt when his hat is not paid for? Why She Broke it Off .- She-You

With Jusignificant Exceptions, -Mrs. Bridis.-How much is your income, Charlier Mr. Bridis--You ought to know; you Wasn't Quite Sure.—Cholly—Have, son eval been in love? Chappie—Weally, I don't know. Shall awsk my maw when I

she—it's no use pleading; my love for you is dead. He (opening a jewel case)—Then let me place this stone on its grave. She (seeing a diamond)—Oh! I believe it's going to come to life again! Unlooked-For Refinement, 'Do you now,' said the tramp who had seen bet-er days, 'that there is a good deal more tyle about our humble repasts than is gen-

ving Up 10 11. Mrs. Biggleswade at door, Bidelia, you may tell her that not at home. Mr. Taraboom—I'm

TERMS-\$1.00 2 Year, in Advance. you know that the Salvation Army have established a week of self-denial? I'm strictly observing it.

THE JOKE THAT FAILED, -I. - Barley Peavick, what's the matter with your fire, it don't seem to burn?

Peavick—I rather think the wood is too. green to burn well.

Bagley--Well, now, I think building a
fire with green wood is a damp fuelish
proceeding, eh?

Dudely--Haw, haw! Doocid good that. MACADAM ROAD.

Dudely—Haw, haw! Doocid good that, pon my soul, don't you know! By Jove, I must tell that at the club. Best joke I've heard in a long time.

II.—Dudely (at the club)—Talking about jokes, don't you know. I heard an awful good one yesterday. Was at Peavick's rooms along with Bagley. Fiah wasn't burning well, don't you know, and Bagley asked what was the matter. Peavick said the wood was green. Then Bagley said, 'what a doocid stupid thing to build a fire with gween wood.' Haw, haw! Best joke I ever heard in me life, den't ye know. (Soleinn silenee.)

The Wisdom of Prevention. The Wisdom of Prevention.

Mr. Trieure (anxiously)—My deer boy, what a dreadful cold you have!

Mr. Strongman—Yes. I get a cold now and then. My only ailment.

Mr. Tricure—But that's very wrong. I never get cold, and you wouldn't either if you treated yourself as I do.

Mr. Strongman—Well, how, for in trace?

Mr. Strongman—Well, how, for in trace?

stance?
Mr. Tricure—I take a Russian bath every week—it's excellent for my rheumatism, I find—and massage twice a week; that's for insomnia. I rarely sleep more than three hours any night, Then a cold plunge first thing in the morning for my lungs, and a two-mile walk. I seldon take any breakfast; dyspepsia's too bad. I drink about three quarts of hot water during the day for my liver, and then I use a nerve-tonic at night. I tell you, my boy, if you'd follow my regimen ongman—Oh, thanks—but—er ah--I think I'd rather have a cold.

Dr. Woods Norway Pine Syrup cares corg's cold, asthma, broachitis, hoarsenes and con-sumption if taken in time.

General News and Notes.

Pre ty Rough - Father (vishing to impess the lami) - Now, my sen, tel me by I punished you. Son.-That's itcu've p unded the life out of me, an' nov on ?oo't know what you have done it for Treat, on human or a imals, cured in 36 minutes by Woodford's Spitary L tion. War a stell by J. Pal'en & Son.

The trenbe is that when a nan needs his e ve most he can't find it. - A'chi-on

el. - Pinladelphi Times.

Four dote: Care a Cough. The farmers, formerly isolated for weeks together, discovered that they could go any where they wanted to with ease, and at the very season when they had most leisure.

I got it at once and can tru'y say I did not with a very bale ugh, and a lady friend I got it at once and can tru'y say I dld net give more than three or four doses mutil his cough was gone. I have never been without it since, as I find it the best for trouble-

Mrs. J. S Rupov, Glen William, Out. It is new r necessary to tell the more

ricess. - New O. leans Picayune.

When dyspepsi i vales your systen and bid blood occupies a strenghod in your body for dyspepsia and had blood, and the only one that cu & to s'ay cured.

indeed a write. n one of the county papers lately alleged that "the only trouble with R in in O e Oul", Clara-"What do the farmers is that they have been extravary you think of my new muff?" Mandgant."—Good Roads. "Levely. But where do you put you other hand?"- New York Hera'd. Burdock Pills ure liver illa. They are Small and elegantly coated, Sure in effect and Pea-

BOIESTOWN GRIST-MILL

sent to use.

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Pelleek, Dysart, Fine English China,

tchers Bulter Dishes, Captlestisks, Sugar Bowls, Tea Pots, &c., &c. Also the usual large stock of Sponges, Chamoi, Hair, Cloth, Tooth, and Nail Bru hes, Perfunery and all Tellet Artices, Brugs, Pa cat Medicines &c.

Physicians' Prescriptions Carefully Prepared. Newcastle, August 8, 1892

Unlocks all the clouded avenues of the Bowels, Kidneys and Liver, carry-ing off gradually was out weakening the rystem, all the impurities and four BLCOD BITTERS.

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T. EHLBURN & CO. Proprietors foreste.

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of the Brightest and most

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bon than my other daily rewapaper printed to the Provinces by the sea. . .

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