

# THE INDIAN MAGAZINE.

Vol. I.

OHSWEKEN, ONT., FEBRUARY, 1894.

No. 5.

## Wm. Grant,

DIRECT IMPORTER.

BRANTFORD.

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THE BIG

22

CLOTHING HOUSE

## INDIAN MAGAZINE.

OHSWEKEN, FEBRUARY, 1894.

Our Magazine for this month is later than usual, owing to the fact that on account of the wishes of our subscribers it will be issued now and in the future as soon as possible after the monthly meeting of the council, i.e., as soon as possible after the first Tuesday in the month.

At the meeting of the S. N. A. Society a very favorable report was shown. After paying expenses, there remains a balance on hand of \$200. T. Green was elected President and G. Powless secretary for the ensuing year.

Now that the pathmasters have been appointed, as will be seen in our "Council Notes," we would like to say a few words about our roads. A season like the one we are now experiencing, impresses upon us the great value of good roads. Plenty of snow makes all roads equal, but a season of alternating rain and frost makes us feel the immense advantage of the gravel or stone road. Oh, the relief we feel when we reach the gravel. The question that arises in our mind is, can nothing be done to further improve our roads. Most of our roads are now pretty well ditched on each side, and though no doubt to a certain extent the deeper the ditch and the higher the road, the quicker it will dry; still there is not much to be gained by putting clay upon the top of clay. But what can be done in the matter? We have no gravel beds conveniently situated, and the river gravel is not good for roads, it is true, though we believe it is infinitely better than nothing; but at one end of the Reserve, viz., the west end, we have a quarry, from which what is called the "shale" is said to be equal, if not superior to gravel as a road-making material. Why should it not be utilized, at any rate, in the portion of the Reserve adjacent to it. Again it is a question whether, in the absence of gravel, sand might not be used to advantage in the roads.

We have met with some who say that it is of no use, but on the other hand, some declare that, though a very poor substitute for gravel, yet it does greatly improve the condition of the roads especially in such a season as the present one, making the clay more pliable and more easily worn down. No doubt, to be of any great use, it would require to be frequently put on. But as there are plenty of sand beds scattered all over the reserve, the drawing of the sand would not be a great obstacle in the way. It would be, at any rate, worth while to make the experiment, if only on a small portion of our roads; and if the result warranted it, operations on a larger scale might be made another year. We commend this suggestion to the consideration of our worthy pathmasters. With regard to the matter of drawing material, we believe that it is the practice in some of our adjacent townships to allow those who will do so to work their time in drawing gravel in the winter, two or three days in the winter being reckoned equal to one in the spring. Many a farmer would gladly give three or even more days in winter against one in the spring. The material could be thus drawn to the side of the road in winter, ready to be put on the road in the spring. We need not say anything on the great advantage of a good road, especially in the fall and winter seasons, when most of the teaming is done. Bad roads mean small loads, and consequently more frequent journeys, broken wheels and axles, used up horses and vehicles—loss every way. Surely everything that can be done to improve our roads should be done.

We have been given to understand that a school of telegraphy is about to be opened (in Oshweken).