VOL. 19.

CHATHAM, NEW BRUNSWICK, DECEMBER 15, 1892.

D. G. SMITH, EDITOR & PROPRIETOR. TERMS-\$1.00 a Year, in Advance.

GENERAL BUSINESS.

## Tenders!

The address slip pasted on the top of this page has a date on it, if the date of the paper is later than that on the slip, it is to remind the subscriber that he is taking the paper without paying for it. See Publisher's announcement on 4th Page.

ROAD TO HEALTH. There never was so valuable a combination as ALE, BEEF AND PEPSINE, and hur

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FOR SALE BY ALL DRUGGISTS.

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ith the disinfectant Manoleate is allke useful in washing clothes, walls, floor Cleanliness---Health---Safety.

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direct from the makers' hands, comprising Ladies' perfect fitting Coats,
Dolmans, Sacques and Ulsters, Corsets, Hosiery, Gloves, Furs,
Mits, and Caps, Perrin's Suade and Laced Kid Gloves, every
pair guaranteed, Men's, Youth', Boys' and Children's
Clothing, Underwear and Furnishings, Ladies' Dress
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-HIS-SHAVING PARLOR Water Street, - Chatham.

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-AND-MEN'S SUITS

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FLANAGAN

HATHAM, N. B. . - DECEMBER 15, 1892.

ICHI ADVANCE.

THE ROADS OF FRANCE.

tion in Vogue That Keeps Them in Good Repair-Good Highways Means Some-

The organization which cares for the French roads has made them famous all over the world. For comfort of travel for man and beast they surpass the common streets of cities. They are as smooth as asphalt, infinitely more satisfactory to travel over, free from mud and dust, and altogether satisfactory. It is not the organization which had to do with the building of the roads which gives such grand attogether satisfactory. It is not the organization which had to do with the building of the roads which gives such grand results. It is the system of repair and constant attention which so the French roads in perfect condition. Gangs of men are not seen working on the roads. From the neat piles of broken stone on the grass plats along the roadside, an occasional workman picks a few pieces, puts them into a place which shows a slight weakness, hammers them down and passes on. This one "stitch in time" keeps the road good. The road is not allowed to wear out or show evidences of decay. There is a man watching every spot which shows the slightest weakness, and, because of this constant attention, extensive repairs are never necessary. French roads are renewed by the handful. One man caree for miles of roadway. The people of France have, at a moderate cost, a high-



A HIGHWAY IN FRANCE.

way which never deteriorates. The road is always in ideal condition. The gutters are trimmed, the grass plats along the side are always neat and clean, and the main ditches on the outside are free from all rubbish. The surface of the roadway is kept dry by small open drains across the grassy borders are about three inches above the road, the sod is cut out about eight inches wide and four inches deep, with a spade, and the drain neatly scraped out. The bottoms are not lined with stone, and very little work is needed to make or keep these small drains. They are placed from lifty to eighty feet apart, and if the road slopes, they run diagonally down the slope. It is entirely possible to devote a large amount of thought and money to the construction of roads. To, have good highways means something more than to build them. It means a system of maintenance, a system for their care, which is far more complex, far more difficult of organization, than that which has to do with building them. The building of a road is an engineering problem, involving knowledge, specification and superintendence. These will build a good road, but the mind which builds has its application only during the process of letting the contract and attending to its execution. The

A COMMON LOAD IN FRANCE. of a relatively short time. Road maintenance is an organization which must extend over all time. It is something more than knowledge. It means continuous vigilance as well as knowledge. The community which organizes for the purpose of doing work which extends over a certain limited, definite period, should also thoughtfully organize to perpetuate a successful working plan which will continue satisfactorily in operation during a long term of the living that expenses the same of the living that expenses the living that expenses the living that expenses the same of the living that expenses the living that e working plan which will continue satisfactorily in operation during a long term of years. It requires more ability, more persistence, a farther-reaching mind to oranize for the care of roads than it does by their construction. All good roads, if gleeted, soon become had a successful the Necessity of Good Roads.

The Necessity of Good Roads.

The need of improvement in the quality of county roads is so severely felt in every state of the Union that every intelligent effort in that direction is worthy of recognition.

Most of the states can be successful to the need of improvement in the quality of county roads is so severely felt in every state of the Union that every intelligent effort in that direction is worthy of recognition. persistence, a farther-reaching mind to organize for the care of roads than it does for their construction. All good roads, if neglected, soon become bad roads, and roads, if well cared for, soon become good roads. The best and the easiest way to get good roads is to begin by taking care of those we have. Many broken-stone roads are far from being smooth, clean, elegant roadways. They are full of ruts, and many places are filled with mud and water. A little constant everyday care would make good roads again. The mud and water should be scraped out of the depressions, and the opening filled with broken stone and gravel. This should be rolled, or pugged according to the size of the depression. As other low spots make their appearance they should be treated in the same way. Slight but constant attention after rains would keep nearly all roads in most excellent condition.

Most of the states can better afford to have good roads than to worry along, as at present, with bad ones. Our roads, as they are, cost us vast sums of money directly, and a far greater amount indirectly in the increased cost of getting profluce to sion, better methods of construction and repair are absolutely necessary. The work a vast one, but it is indispensable, and it amount be prosecuted to diligently. — Louisville Courier-Journal.

A Frank Explanation.

Guide—This room, ladies and gentlemen, is the one in which the Duke of Guise was assassinated.

Tourist—Are you sure? A different room was shown to me when I called here there years ago.

Guide—That's easily explained, sir. You see, this part of the building was being repaired just about that time.—European

Through the agitation of the manufac-turers of bicycles, in behalf of their indus-try, great interest has been awakened in the interest of better roads in the farming districts. Now that the subject has been

The Advantage of Good Roads. Good roads are not only a local advan-age, but are related to the industrial devel-opment of the whole community.

roposed to abolish the present system of oad making, and to substitute something better and more expensive to start with— for that is certain to be the case. It will not be expensive as now in the long run, but that is never an effective argument with the farmer. He looks to the present rather than to the future, and a tax saved now is about as high say high extrapmentaling. ow is about as high as his statesmanship

mprehends. The first thing to do to bring this agita tion before the great mass of the people, and particularly before the farmers, is to change the law under which the roads are now worked. It is by no means certain what system is to be finally adopted as the now worked. It is by no means certain what system is to be finally adopted as the best, but the present system in this state is about the worst that can be conseived for a civilized community, and stands as a bar to any improvement until it is overthrown. It offers a premium to laziness and inefficiency, and there is no way to stop it, visible to mortal eyes, unless to abolish it. What is first needed is a law that abolishes the chance to work out the road tax and to substitute a cash tax in its place. Even if the money thus raised were placed in the hands of the local pathmaster, to be spent at his discretion, it would be an improvement, as not many men would tolerate loafing or idleness in men hired to do a day's work. But that would be a short-sighted reform, because there are few men who know how to make good roads now, and are qualified to spend the money wisely. It is a new business to this country, and many mistakes will undoubtedly be made before the art becomes general.

Until a more comprehensive law can be devised, the new law should go sufficiently far to acquire that the road tax should be paid in cash to the collector of the town along with other taxes, and by him paid out on the order of a town superintendent of roads, or of three commissioners of highways, who shall appoint a road expert, in or out of town, who shall have charge of all the town roads, but his main plan for working to be submitted to the commissioners in advance for their approval. This would bring the great road question directly before the people en masse, and if there was any hidden wickedness about the agitation it would soon come out. Most farmers have given the question not hought

directly before the people en masse, and if there was any hidden wickedness about the agitation it would soon come out. Most farmers have given the question no thought whatever, and will not until forced to face it by a new law of this sort. A great many—possibly a majority—will see then that the plan is a good one, needing only such changes as experience suggests, and will work for these. Others will "kick," and kick mightily too, just as some men fight all improvements that cost anything; but the final victory will be with the road reformers. Our roads now are a shame to our civilization, and with more agitation and exposure of their failings, a large majority of the people will favor a system that abolishes this disgrace.

In the discussions thus far carried on, one important point has received little attention. Much has been said about the road bed, and about drainage, both of which, of course, are of great importance; but in my judgment nothing is of more importance than to get rid of many of the hills that now impede travel and are as unsightly as they are useless and damaging. Many of them can be avoided by a slightchange of route, either by a road alongside of the hill instead of over it, or by going around the base. In many other cases the hills can be cut through, and the earth and rock necessary to be removed utilized in

the mind which builds has its application only during the process of letting the contract and attending to its execution. The all opposition to public improvements has been overcome.

Farmers have one good reason for dreading a change in the road system, and that is that the supervision required will lead to abuse in the payment of large salaries for work, and the work inefficiently done. But this is a danger they have brought But this is a danger they have brought upon themselves through their neglect of political duties in order to "sustain the party." Their course has made it almost a settled rule that any man who can, by settled rule that any man who can, by hook or crook, get a party nomination is nearly sure of the support of every man of his party. As long as farmers heed that custom they must expect more or less rascality in office, and they can blame themselves for it as the leading cause. But road reform is not to be switched off because they themselves have created this danger. Let them exercise common business sense in electing honest and compenses of the compenses of t

Guide—That's easily explained, sir. You see, this part of the building was being repaired just about that time.—European Exchange. "CIRCUS COMING, MARY."

The Children Need Much Looking After When the Show is in Town. The head of the family lingered over his coffee. Clearly, something lay heavy on his mind. Now and then he darted a quick look at the partner of his joys and sorrows across the table and coughed lightly, only to turn his gaze again into his cup. At length he spoke. "Circus coming, Mary."
He sought to create the impression that he was voicing a casual reflection. The demure lady across the table nodded affirma-

"It's a good circus, I think. He was playing with his fork absently. It was several minutes before he had anything further to say.

'I guess,' he observed with an air which was only a fair imitation of the off-hand,

ever.

"Especially for children."

He was folding his napkin carefully.

"I suppose," he sighed, simulating regret, "that I'll have to go with our children."

"William!"

The partner of his joys and sorrows threw large quantities of astonishment, chagrin and reproach into the single word.

"After such a strict religious training as you have had!" she exclaimed.

As he rose from the table he sighed in a carnet. Stendies irresolutely by the win. earnest. Standing irresolutely by the win dow he stared at the landscape, half in sad Her voice was something softer than be-

"It will need both of us to take the children to the circus."

He strained her to his breast and their souls united in a community of purpose. Both Were Musicians.

Both Were Musicians.

Joseffy, the celebrated pianist, was a month at Lake Saranac, in the Adirondacks, this year and of course lived in a tent. Occasionally he went to the hotel, and of course was amused at the usual bad music made there by what the landlord solemnly called "the orchestra."

The "orchestra" consisted of a bad pianist and a fairly bad violinist.

Hearing that the great virtuoso was stopping at the house, the piano smasher sauntered up to Joseffy and saluted him fraternally.

"You're a musician, too?" said hc. fa-

miliarly.

"Yes," said "Rafe" modestly.

"Where do you live?" came the next question, followed with: "Do you play the piano, too?" The "too" was too much for Joseffy, who never caught a harder slap in his life.

his life.

"I play a little," he said timidly, "but I don't teach much, except in Brooklyn."

"Oh," said the piano smasher in a superior tone, and he concluded the artistic reunion by saying: "You like to watch me play, don't you?" and then strolled away feeling that he had given the coup de grace to a rival artist.—New York Advertiser.

General News and Notes. ITCH, on human or animals, cured in 30

Boucherville has agreed to retain office for the present.

Feeble and capricious appetites are best regulated by the use of Ayer's Cathartic Pills. They do not debilitate, by excessive stimulation; but cause the stomach, liver,

Twenty tous of turkeys and goese were shipped from Kemptville, Ont., for European markets last week.

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TO LET.

cough was gone. I have never been without it since, as I find it the best for trouble-

Wife-Nothing of the sort. It is yours. Husband-Well, what's mine is yours. When dyspepsia invades your system and

bad b'ood occupies a strongho'd in your body the way out of trouble is to annex a bottle for dyspepsia and bad blood, and the or one that cures to stay cured.

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Is a most loathsome, dangerous, and preva-lent malady. It is a blood disease, usually of scrotnous origin, and for which local treatment is useless. Before health is po-

sible, the poison must be radicated from the system, and to do this SUCCESSFULLY the disease must be treated through the blood. For this purpose no remedy is so effective as Ayer's Sarsaparilla.

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—Frank Teson, Jr., engineer, 271 West Fourth street, New York City.

"My daughter, 16 years old, was afflicted with Catarrh from her fifth year. Last August she was

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itchers. Butter Dishes, Candlesticks, Sugar Bowls, Tea Pots, &c., &c. Also the usual large stock of Sponges, Chamois, Hair, Cloth, Tooth and Nail Bru-hes, Perfumery and all Toilet Articles, Drugs, Patent Medicines &c.

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Scientific American

districts. Now that the subject has been presented, the farmers begin to realize somewhat the pitiable condition in which they have been during all these years of rapid advancement in all respects, except in road making. Several States of late have had road conventions, and in Iowa the State is being organized by counties, for systematic work in behalf of more permanent improvement than the ordinary grade of a prairie roadway provides. grade of a prairie roadway provides.— Western Rural.

good circus"—

The careful observer might have noticed a shadow settling upon the fine face of the matron. No word fell from her lips, howaind, judging by the papers and various mphlets; but most writers seem to be divious of the first practical step necessary to carry forward the agitation. It is not to be supposed that because writers ere and there favor the movement strong-r, or that the L. A. W. (League of Amrican Wheelmen) is unanimous for better oads, that therefore a great reform in road effort. People who think so are not well posted as to the conservatism of the farmers and their dislike of innovation and increased taxes. Besides, the farmers are the very last to hear of a reform agitation on any subject, and probably not half of them have yet heard that it is seriously

She came and trustingly twined her rms about his neck.
"I think".—
She kissed his forehead fondly.

"You're a musician, too?" said he, fa

Dr. Wood's Norway Pine Syrup cures coughs, cold, asthma, bronchitis, hoarsenes and consumption if taken in time.

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and bowels to perform their functions properly. As an after-dinner pill, they are un

MRS. J. S. RUDDY, Glen William, Ont. Husband-It is your fault, anyway.

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