

COUNTY ROADS OF MIDDLESEX

220 Miles Are To Be Improved—Engineer Talbot Describes the Plans.

To the Editor of The Advertiser:

The county council, at their December session, assumed some 220 miles of road, to be improved under the act for improvement of highways, and, as this is a new departure for the council, I have been requested by several members of the council to write a letter for publication in your valued paper, setting forth the regulations under which the roads will be managed. These regulations are found on page 21 of "Report of Highway Improvement, 1907," and are as follows:

All county road improvement under the highway improvement act is to be done under the supervision of a capable superintendent appointed by the council.

Improvements are to be of a character suited to the requirements of the district, as regards the amount of travel, nature of the soil, quality of road material available, and other local conditions.

A proper system of keeping road accounts is to be adopted, showing the extent and location of each work of improvement, and the cost of labor and materials used. Time sheets or time books are to be used for the payment of men.

"Old" roads heretofore referred to include such highways as have been previously well graded and metalled with gravel or broken stone, and which have a solid and deep roadbed. Former toll roads of a similar character will usually fall within this class.

"New" roads in general include earth roads which may or may not have been previously graded, and which have little or no gravel or stone placed upon them.

Work on old gravel or stone roads of the nature of reconstruction or repair may consist of:

(a) Grading by cutting away shoulders of earth or sod at the sides, and improvement of drainage.

(b) Grading, draining and re-surfacing with gravel or broken stone.

Work on new roads may consist of:

(a) Grading and draining.

(b) Grading, draining and graveling.

(c) Grading, draining and metalling with broken stone.

It is essential that roads be properly graded and crowned before putting on gravel or broken stone. In this, see that old gravel and stone roadbeds are not ruined by being covered with earth and sod from the sides. In general the work should comply with the following requirements:

1. The steepness of hills should not exceed a rise of one foot in ten.

2. The roadway graded for traffic should be in the center of the road allowance, and should have a uniform width between the inside edges of the open ditches, and the width of the roadway on cuts and fills should not be less than 18 feet. Main roads should be graded to a width of 24 feet, and roads of least traffic should not be less than 12 feet.

3. Side slopes in cuts and fills should be 1½ feet horizontal to 1 foot vertical.

4. The crown of the newly-finished roadway should be uniform, and have a rise of from one to two inches to the foot from the ditch to the center of the road, giving the metalled portion a crown of 1:12, and the earth sides a crown of 1:10.

5. Where roads have heretofore had gravel or broken stone placed on them, they should be reconstructed or repaired by cutting off shoulders with a grader, and adding a sufficient amount of gravel or broken stone to fill rut, depression, properly crown and make a road sufficiently strong to accommodate the travel. The sod and soft material should be thrown outward, never drawn to the center.

6. The gravel or broken stone placed on any road should be thoroughly rolled, otherwise the grade should be maintained by raking or scraping until compacted by traffic. In applying gravel containing many large stones, have a man on the road to rake the large stones forward from the loose gravel, spreading them so as to be underneath the next load and in the bottom of the road.

7. Good drainage is of primary importance. Provide open drains at the sides of the road, with a constant fall to a free outlet, to carry away surface water.

8. Durable sluices and culverts should be built when necessary, preferably of concrete and steel, and built under a proper specification.

9. The under-drains should be laid, so as to carry away excessive sub-surface water, lower the water-line and secure a dry roadbed wherever a moist, damp or springy condition of the sub-soil exists.

10. Modern machinery and implements should be used as far as possible to secure the greatest results from the expenditure, and to provide the best work.

11. Where, owing to special local conditions, any radical departure from the foregoing regulations may be desired, upon application of the council, an examination of the road or roads in question will be made, free of charge, by the engineer of the highway department, for the purpose of deciding upon a suitable plan.

From the foregoing it will be seen that the Government does not require excessive or unusual expenditure on the roads, but that the municipalities may participate in the grant of one-third of the cost of the work; neither do they require the purchase of any machinery, but recommend its use only where it will reduce the cost of the work and improve the quality.

Crushed stone is not required to be used, and is not desirable in localities where gravel is obtainable, unless the gravel costs nearly as much as the stone, in which case the department recommends the use of stone.

By publishing this letter you will place valued information in the hands of ratepayers of Middlesex County, and your action will be appreciated by the council, who requested its publication.

Thanking you in advance for your valued space, I am, yours truly,

CHARLES TALBOT,
County Engineer.

London, Dec. 21, 1907.

To make some men succeed fortune has to stop knocking at their doors and break in.

BRITAIN ASKED KAISER FOR AID

Serious Blow To British Prestige Amongst the East African Natives.

Berlin, Dec. 22.—A severe blow has been struck at British prestige among the native tribes of East Africa by an alarming incident concerning which absolute reliance may be placed on the following facts:

Some time ago soldiers forming the bodyguard of the Sultan of Zanzibar murdered, and for several days the Sultan's aid in the hour of need.

The Sultan, Ali Ben Hamud, in this predicament, appealed to the British consulate general for assistance. This appeal was natural and legitimate.

Since Zanzibar is not entirely an independent monarchy, but a British protectorate. The Sultan had, therefore, distinct right to claim British aid in the hour of need.

The British consul-general was absent, and the vice-consul in charge was obliged to inform the Sultan that there was no British warship within hundreds of miles, so that the prompt assistance required was impossible.

But, recognizing the urgency of the case, the vice-consul telegraphed to the captain of the German cruiser Buzzard then lying at Dar-es-Salaam, the capital of German East Africa, asking him to hasten to Zanzibar to quell the palace disturbance.

The captain of the Buzzard hesitated to intervene in a British protectorate on his own responsibility, and telegraphed to Berlin for orders. The German admiralty referred the matter to the Emperor, who immediately ordered that any assistance required by the British authorities at Zanzibar should be given with the least possible delay.

Thereupon the Buzzard proceeded at full speed to Zanzibar to restore order on his own responsibility.

The captain of the Buzzard had orders from Berlin to land a force, if necessary, and garrison the palace by German bluejackets, so long as it seemed desirable.

It appears, however, that matters did not reach this pitch, but the mutineers were partly overpowered and partly persuaded to return to duty by their English and other European officers. The Sultan's troops are commanded by a British officer, Brigadier-General Raikes.

Subsequently the British Government sent a cordial message of thanks to the German Government for its friendly action at Zanzibar.

The incident made a deep impression not only on the natives of Zanzibar, but also all along the coast and far into the interior. It is hardly possible to explain how much of prestige Britain suffered in the estimation of the natives by an incident such as this.

SUIT FOR LOSS OF BEAUTY

Woman Whom Lover Refused to Marry Wants Damages.

Paris, Dec. 21.—A strange suit against a medical man has just been begun in the sixth chamber of the civil tribunal of the department of the Seine.

A young woman employed in the postoffice was engaged to be married, but her sweetheart became alarmed at the appearance of an incipient mustache. She consulted a medical man, who advised the use of X-rays as a depilatory, but the use was disastrous to her beauty, and the young man refused to marry her.

She is now suing the doctor for \$5,000 damages, and the court has appointed Dr. Beciere to make an inquiry.

THE SHAH MUST YIELD

Parliamentary Party Strong in Arms and May Dethrone Monarch.

Berlin, Dec. 21.—The German official view of the Persian imbroglio, based upon dispatches received from Teheran, is that the situation still is very precarious, but that a decision one way or the other may be expected in a few days.

The new Ministry, which represents partial concessions on the part of the Shah to the wishes of Parliament, will be introduced to Parliament in a day or two. Parliament will then formulate its demands upon the Shah, but the precise nature of the decision is not known here. If the Shah yields to Parliament the crisis can be regarded as settled; on the other hand, if he refuses, the most serious consequences are likely to follow.

Parliament, it is believed here, will probably then declare the dethronement of the sovereign.

It is pointed out that the military strength of the parliamentary party is much greater than recent press dispatches have set forth; this party actually has more and better drilled troops than the sovereign.

LION ASSAILED ON STREET

Man Lassoed It, But Thirty Shots Failed to Kill It.

Antwerp, Dec. 22.—Two lions escaped from Bidel's menagerie in the Market Square today before the morning performance. One was captured within the inclosure, but the other ran into the square.

The 2,000 people gathered there scattered in a panic. A man tried to lasso the animal, but it closed with him. Two policemen fired, with the result that the man's hand was injured.

In spite of the wound and his mauling from the lion, he got the noose around its neck. The policeman then dragged it up to a tree and tied the rope around it. They fired thirty revolver shots, but failed to kill the beast.

Eventually it was dispatched with a Congo assegai. The injured man is in a hospital.

A LONE WOMAN KILLS ROBBERS

Horrible Drama in a Small Russian Village in Which Three Die.

St. Petersburg, Dec. 22.—The Kieff papers describe a horrible drama which has just occurred in the district of Sosnits. Late one evening a strange man and woman knocked at the door of a farmhouse occupied by a land-owner and his wife.

They asked for shelter for the night, owing to the condition of the woman, which prevented her walking any further. They were made welcome, and were shown every hospitality.

The farmer agreed to drive the male visitor to the neighboring village, in order to bring the doctor.

They were hardly out of earshot of the farm before the stranger stopped the cart, and, presenting a revolver at the farmer's head, demanded his money and valuables. The farmer tried to escape, but was shot dead by his assailant.

In the meantime a similar scene, but with different results, was being enacted at the farmhouse. The pretended sick woman turned out to be a man in disguise, and, drawing a revolver, ordered the farmer's wife to hand over all the money and jewelry in the house.

In affected horror she opened a chest, and, while the robber, on his knees, was engaged in ransacking it, she seized an axe, and, creeping silently to within striking distance, dealt a crushing blow, which almost severed the brigand's head from his shoulders.

Some minutes later the second robber again knocked at the door of the house. The farmer's wife opened it, and, as the man passed her, she felled him to the ground with a powerful swing of the axe, killing him instantly.

SARDOU SUES.

Paris, Dec. 21.—Victorien Sardou, the dramatist, and one of the theaters of this city, have brought suit for \$10,000 and \$20,000 respectively, against the Matin for publishing a criticism of a play before its first production.

A dress rehearsal was given the night before the first production for criticism, and journalists, dramatic critics, etc., but with the understanding that no criticism of the piece should be published until after the first night. It was this understanding that the Matin violated.

About twenty years ago Gil Blas failed to comply with the tradition in regard to another one of M. Sardou's plays. The author took the matter to court and was granted \$4,000, which he donated to the Authors' Association.

DO CORNS LEAD TO CANCER?

As yet this has not been proved, but interested parties will find nothing better for corns than Putnam's Corn Extract. Acts painlessly—cures in 24 hours. Use only Putnam's.

PERE MARQUETTE Railroad Company

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Good going Dec. 24, 25, 1907, returning until Dec. 26, 1907; also good going Dec. 31 and Jan. 1, 1908, returning until Jan. 2, 1908.

Fare and One-Third

Good going Dec. 21 to 23, 1907, also Dec. 28, 1907, to Jan. 1, 1908. All good to return until Jan. 3, 1908.

J. W. KIRK, T. P. A., London, Ont. H. F. MOELLER, G. P. A., Detroit, Mich. 2636

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CHRISTMAS AND NEW YEAR'S EXCURSIONS

between all stations in Canada, also to Detroit and Port Huron, Mich., Buffalo, Black Rock, Niagara Falls and Suspension Bridge, N. Y.

AT SINGLE FARE

Good going Dec. 24 and 25, 1907, returning until Dec. 26, 1907; also good going Dec. 31, 1907, and Jan. 1, 1908, returning until Jan. 2, 1908.

AT FARE AND ONE-THIRD

Good going Dec. 21 to Dec. 23, 1907, returning until Jan. 3, 1908; also good going Dec. 28, 1907, to Jan. 1, 1908, returning until Jan. 3, 1908.

For further information and tickets apply E. DE LA HOOKE, C. P. A., and T. A. Richmond and Dundas streets, E. RUSE, depot agent.

OCEAN STEAMSHIP TICKETS

WHIT STAR LINE.

New York-Queenstown-Liverpool. N. Y.-Plymouth-Chebourg-Southampton New York and Boston-Mediterranean.

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Reduced fares, first and second cabin, now in effect.

Sailings to Liverpool

From St. John, Halifax. Tunisian Fri., Jan. 3 Sat., Jan. 4

Louisa Fri., Jan. 17 Sat., Jan. 18

Corican Fri., Jan. 24 Sat., Jan. 25

Granman Fri., Jan. 31 Sat., Feb. 1

Sailings to Glasgow

Granman From Boston, Dec. 24

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—3:50 a.m., 10:50 a.m., 11:12 a.m., 11:22 a.m., 6:25 p.m., 7:12 p.m., 10 p.m.

Arrive from the west—12:00 a.m., 3:15 a.m., 8:50 a.m., 11:13 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m.

Depart for the east—12:14 a.m., 8:20 a.m., 7:30 a.m., 9 a.m., 11:23 a.m., 2:05 p.m., 4:25 p.m., 8:53 p.m. (Eastern Flyer).

The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations.

Depart for the west—3:25 a.m., 3:55 a.m., 7:40 a.m., 11:13 a.m., 11:35 a.m., 1:40 p.m., 8:05 p.m.

The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR.

Arrive—10:40 a.m., 4 p.m., 6:50 p.m. (Eastern Flyer), 11 p.m.

Depart—6:35 a.m., 11:27 a.m., 2:20 p.m., 7:55 p.m. (International Limited).

STRATFORD BRANCH.

Arrive—3:15 a.m., 11:15 a.m., 1:30 p.m., 6:35 p.m., 11:10 p.m.

Depart—6:10 a.m., 11 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE.

Arrive—10 a.m., 6:10 p.m.

Depart—8:30 a.m., 4:50 p.m.

Trains marked thus * run daily. Those not so marked run daily except Sunday.

From Chatham only. *Runs only to Chatham.

PERE MARQUETTE RAILWAY.

Arrive—5:40 a.m., 9:50 a.m., 9:45 a.m., 2:30 p.m., 7:35 p.m.

Arrive—8:45 a.m., 12:15 p.m., 1:50 p.m., 4:40 p.m., 9:20 p.m., 10:30 p.m.

To and from Walkerville, without change. Trains not "starred" to Port Stanley. Between London and St. Thomas only.

MICHIGAN CENTRAL RAILWAY.

Arrive—6:55 a.m., 11:10 a.m., 5:19 p.m., 9:50 p.m.

Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., 10:25 p.m.

*Runs through to Waterford.

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VIA

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Leaving Montreal 12:00, noon, Friday, carries the European mail and lands passengers, baggage, etc., at the steamer's side, Halifax, avoiding any extra transfer the following Saturday.

Special Trains

When inward mail steamers at Halifax do not connect with the regular train, the Maritime Express, west-bound special train, with through sleeping and dining cars attached, for passengers, baggage and mail, will leave Halifax for Quebec and Montreal, connecting with trains for Ottawa, Toronto, and all points west.

WABASH

If you are contemplating a trip for the winter to Texas, California, Old Mexico or any point, south or west, consider the merits of the great Wabash line, the short and true route between the east and west. Round trip tickets on sale daily at lowest rates. Write your nearest Wabash agent for full particulars, or address J. A. Richardson, district passenger agent, 63 Yonge street, Traders Bank Building, Toronto.

SINGLE FARE

Tickets good going DEC. 24 AND 25

Return limit Dec. 26.

Also good going Dec. 31 and Jan. 1.

Return limit Jan. 2.

Fare and One-Third

Tickets good going: Dec. 21 to 25 inclusive.

Dec. 28 to Jan. 1 inclusive. Return limit Jan. 3.

BETWEEN ALL STATIONS

Tickets and full information at London offices: W. Fulton, 161 Dundas street; J. Houston, C. P. R. station; or write C. B. Foster, D. P. A., C. P. R., Toronto.

Holiday Rates

Between London and all stations on the

SOUTHWESTERN TRACTION CO.

from SATURDAY, DEC. 21, to SATURDAY, JAN. 4, good returning Monday, Jan. 6. Hourly service between London and St. Thomas. Every two hours between London and Port Stanley.

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To points in Canada, Detroit and St. Clair, Mich.; Buffalo, Black Rock, Suspension Bridge and Niagara Falls, N. Y.

Tickets on sale Dec. 21 to 25, inclusive and Dec. 28 to January 1, 1908, inclusive.

For Particulars Consult Agents

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