WINTER WINDOW GARDENING.

The Art and Science of Fall Propagating

for the Amateurs.

Plants can usually be relied upon to

blossom at a specified time if a few sim-

ple conditions are observed. Special

provision seems to be made for this in a

great variety of bulbs. The following

will readily respond to the amateur's

care: Hyacinths, oxalis, freesia, lilium

Harissii, lilium Candidum, amaryllis

regina, scilla, and many others. The

house culture.

crocus remains in blossom too trief a

Any good garden soil mixed with

a little leaf mold and sand makes

COUNTRY ROADS.

An Old Roadmaster on the Conditions for Their Hemebuilding.

The building and care of roads by the localities themselves, the right of abutting property owners to the centre line of the road, subject to an easement for public purposes, and the moral responsibility involved by such ownership,

have important social aspects. The making and care of a road under present local methods is founded upon road district patriotism. Its mechanism involves Godlike doing for others; while the slough holes, pit fall sluices and stone "jounces" from the stony heart of an unkempt road, epitomize practical infidelity. Broad ideas, willing hands, and love of one's neighbor as one's self are supplementary to good neighborhood road building; these given, needed appliances will be forthcoming, and the perfect road emerge from pre-existent impertections. In short, spirit controls matter, and "what spirit ye are of" will determine the character of the roads in any locality.

If the spirit is for the road, then one of the first necessities is a good fourwheel road machine. These machines are usually bought by the districts themselves, in which case it is customary for three or more districts to club together for joint use and ownership. The pay for these machines is usually made in instalments covering from three to five years-the districts paying one-half of their assessments on account of their road machines, and working out the other half on the roads. In some instances the towns have bought the machines outright, which is not so desirable, however, as for the districts to

own them. It has been the custom for towns to build all bridges larger than a six-foot span, and for the town to supply plank terials and money returns, there are and aid in building sluices requiring many great semi-public institutions less than a six-foot span. Towns are now beginning to buy cast iron water service pipe for all sluices and supply them to the road districts for use. Such | ing constant employment of their force pipe is generally from 38 to 3.4 inch and equipment; telegraph and telephone gladiolus. thick, which, imbedded in the ground, companies, in the extension of country stands the weight of heavy loads, even service; newspapers, in the expansion in muddy going, and will last for all of their circulation through free delivtime. Being round they are less liable ery that will follow good roads; banks to catch the road scrapers when work- and bankers, in the quicker movement ing the road, and all annoyance and ex- of capital in country business; fire inpense of rebuilding and replanking surance companies, in the ability to sluices is done away with and the road reach country fires with town is at all times entirely smooth and com- apparatus; life insurance com-4-inch sluice \$2.67.

to spare, and well taken care of, is bet- associations and individuals in the proter, but the road should be worked sufficiently wide so that teams are not compelled to travel in the same ruts in muddy weather, and should be so crime and relieve the congestion in crowned and flatted in the centre as to cities, and in the cheapening of food avoid water running in the tracks. Keep runways on sides of roads open and iron sluice pipes clear, to prevent of the whole people. the road bed from washing out and the road itself cleared from loose stone. Such a road once well formed needs but little care to keep it in condition-

but that little is required. Put the teams on road building and road working cheerfully, for what they The duty was performed to the best of do saves double their labor to the team itself in the course of the year, and the man gets his pay for the work done, three or four times over in the lessened wear and tear of himself and of vehicles, and the distilling dew of the commendation of his brother man who still behind the ancients and are not adpasseth that way, repays it over again

in the currency of the gods. To remove rocks and such like obuseful and cheap. Its use is simple and tervals, and leave the lower side for a doing for the people's benefit?"

One day's working with Jack Frost when he lets loose in the spring, and again when he commences "journey beds of dust the other half, and the great without him in summer time.-D. W. Lewis, of Sherruck, N. Y., in Good Roads.

Too Much Advice.

I read a good many papers, almost all of which agitate the subject of road making in a general, theoretical sort of way. They advise the government to build them, advocate state taxation, the sale of government land, a whisky tax, and other innumerable ways; but always dodge the only practicable solution of the difficulty to my mind, i.e., the farmer and those contiguous to the roads to be benefited. Just as long as we keep looking for something or somebody, nobody knows what or who, to provide us all with good roads to travel on, we are pretty sure to walk in the mud. When we are once thoroughly disabused of that idea, and we realize that good roads, if they come at all, come the same way as good houses, barns, fences and other improvements, come by individual effort and expense, we will soon be able to enjoy them. Judge Biggle says: "Don't haul a lot of small stones in the road to make the traveler miserable." Other judges say: "Don't haul in loose dirt to make a bed of mud the next time it rains." If there is any other available commodity suitable for making roads, we farmers would like to hear of it as those of of the globe don't feel like treading on air these times.-Woodland (Wash.)

ditions of dirt roads.

Letter in Rural New Yorker.

THE ROAD QUESTION

It Is One of the Great Problems Now Be fore the Public. No person or association in the land can afford to neglect a movement so vital to the country's progress and prosperity; few, indeed, have not, in addition to their cencern in the general

welfare, some special interest, direct or indirect, in the condition of high ways. The organization that will solve the good-road problem will secure a notable place in the history of civilization. The best thought is required in developing or choosing a plan of action, and the solid support of the people is required

when a plan is found. When the subject shall have been discussed in school district assemblies, in town meetings, in county conventions, and in state and national road congresses, a final conclusion reached, and that conclusion sent back to the school districts and confirmed, we shall then have to come as near as possi-

ble to a proper solution of the problem. Apart from the acknowleged interest in good roads of the builders of wagons, carriages, bicycles, traction engines and implements, that of coaching and country clubs, coach and carriage owners,



A TYPICAL COUNTRY ROAD. [For such ruts as these the farmers of the country pay millions every year, to say nothing of loss of patience.]

horse breeders, etc., and that of all merchants and manufacturers, in respect to the cheap and speedy distribution of goods and better collection of raw mawhose interests are deeply involved.

Railroads, in the equal distribution of their traffic through the seasons, securper pound—making the cost of a 12-foot, oration of physical and social conditions tending to prolong life; labor organiza-Width of road must depend upon tions, in the non-competitive employconditions. Just wide enough and none ment of convicts, and all philanthropic vision of employment sufficient to "abolish poverty," or at least want and starvation, for a generation, diminish products to all consumers, and general promotion of the happiness and welfare

> A strange apathy has fallen upon the country, and a stranger paralysis upon the government, since the time when the fathers of the republic declared it the "duty of congress to bind the republic together with roads and canals." the nation's feeble ability for thirty years, then neglected by congress and forgotton by the people. But from this apathy there are signs of an awakening.

Columbus discovered America in vain, if after four hundred years we are vanced yet. Within the past year, through the special reports of our consuls abroad, many people have discovi structions, dynamite will be found very ered that all over the world the common roads are among the prime concerns of with ordinary care not dangerous. It national government, alike under moncosts but ten cents per pound. On dug- archies and republics, and are asking ways and sidehills use the road worker the pertinent question: "Why cannot on the upper side only; drain the road the government of the 'great republic' bed with iron sluice pipe, at proper in- do what all the other governments are

The distressingly improvident and wasteful condition of the common roads that are quagmires half of the year and work" in the fall, is worth two days necessity for their improvement, are becoming universally recognized. The people are at last beginning to realize that bad roads annually entail losses that in magnitude are beyond computation, and that this permanent improvement would yearly effect the saving of

untold millions of the nation. It is sufficient to say that in this progressive age, in this great country, filled with every opportunity for progress and adornment, ranking high in position for intelligence and skill in matters that appeal to the comforts and economies to everyone, we could gain valuable lessons from the earliest nations of the world. Roadmaking is a subject of common interest, and because of its magnitude and the varied interests it affects it needs the control of a central power and public legislation to establish an intelligent basis of action.-Rochester (N.Y.) Landscape Architect.

George Vanderbilt's Roads. George Vanderbilt is a firm believer in good roads and has a laboratory on the estate, where an expert is employed in finding the best soils on the place as well as rock and stone for road formation. The result of these experiments, as well as those of agriculture, are freely furnished to all inquirers and put to practical use at Biltmore. The result is that already around the mansion and at Biltmore forest are ten miles of as fine us at any rate who live in this quarter driveway as can be found in the vicinity of any large and progressive city. But before the improvements are completed this length will be increased to fully fifty miles. Macadamized stone, Dust and mud are the alternative con- gravel, ashes and clay are the principal substances used

Invitation to All Sickly and Broken-Down Women,

Paine's Celery Compound Guarantees Health, Strength and Renewed Life.

time to make it a desirable plant for Mrs. Mossop, of Mimico, Ont. Speaks for Your Benefit.



long lite."

VARIETIES OF CLEMATIS. loosely, just below the surface, water freely and set the pots in a cool, dark cellar to form roots. Some florists recommond cutting the bulbs from top to bottom in several places, the same as

From four to seven weeks after potting, bring them to light and warmth. In a short time blossom buds will appear. If the plants are kept in a cool room the blossoms will remain unchanged a long time.

Cyclamens are recommended highly by florists for winter plants, also sanseveria zelianica—the latter will thrive young—it is necessary to use a true health fortable. Such pipe in carload lots can panies, in the prompt relief of the with little sunlight, and needs little be bought at from 1 1.8 to 1 1.4 cents sick or injured, and in a general ameli- water and will endure well the dust of receptacle for plants. Filled with ferns, is very attractive.

One of the handsomest window boxes I ever saw was filled with woods moss, ferns, checkerberry vines and a purple and pink hyacinth. Ferns will thrive well in a northern exposure with little sunlight. The soil should be taken from the woods and should be always kept damp but not wet. The roots of ferns lie near the surface and are small compared with the foilage.

A box six inches deep and wide is about the right size. It can be rendered clean sand mixed with water. This will world." last a season or two and can be renewed when the box is empty. Do not paint the outside red or any bright color; give it some neutral tint; any glaring or pronounced color attracts from the beauty of the plants. When the flowers fade do not remove the bulbs but leave them in the pots to mature, giving a very little water till the leaves turn vellow, then still less, and at the last let

them become quite dry. An amateur florist who wishes to increase his collection with little or no outlay may be glad to know that plants may be readily propagated from slips. The process is usually successful and

not at all difficult. Green, thrifty shoots should be taken from healthy, vigorous plants. Unless in the case of roses, these shows be chosen from the young wood. If a shoot snaps readily from the stock it is in proper condition to grow. Fill a box or any convenient receptacle to the depth of three or four inches with sand, insert the slips and water them well. If the sand is allowed to dry out while roots are forming, your labor will be lost. Keep the box containing the cuttings in a room where the thermometer registers about 65° and out of the direct rays of the sun 36 hours.

As soon as the plants are well rooted remove each one to a pot two and onehalf inches deep. Some florists recommend placing the pots in a shallow box or tray containing an inch or two of sand, that the plants be occasionally sprinkled, and the sand kept wet for four or five days, then gradually accustomed to the sunshine. - Ohio Farmer.

Dairy Suggestions, Always treat the calf kindly. Many Ricking, ugly cows have been made by

abusing the calf. Experiments have shown that potatoes make poor butter. They make a white butter deficient in grain.

Churn promptly when the cream is ready for churning. Every moment it stands after that is a detriment. There is no better hay for the milch cow than oats cut and cured when the

seed is in the milk state. The man who has calves to carry through the winter should have bran and ground or crushed oats on which to

feed them. An exchange says that if a cow gets choked with an apple or potato, holding up its head and breaking an egg in its mouth is a sure cure. The same remedy is recommended for horses under similar circumstances.

TENDERLOIN, SWEETBONES, HEARTS, KIDNEYS, HAMS.



MRS, MOSSOP, MIMICO, ONT. A modern professional writer says: "A fe of extreme labor, or, indeed, extreme exercise of any kind, of extreme anxiety about worldly concerns, of extreme moral excitement of any kind, is unfavorable to

A large proportion of the wives and mothers of Canada shorten their lives, owing to the fact that they become too devoted slaves to home and children; they shoulder greater burdens than nature can bear, and as a result health is undermined and shattered; they become wrecks physically, and husband and little ones lose their best earthly friend.

To all broken-down, overworked, and sickly women we would say, that while there is life there is hope, yes more than hope; a certainty of a renewed life-a freedom from all sickness and physical infirmities. In order to secure this desired change-a happy change that has been experienced by thousands of women, old and builder and strengther, an agent that purifies the blood, and that braces the

weak and shattered nerves. The experience of cure women points at once to Paine's Celery with here and there a flowering plant, it Compound, nature's true and never-failing medicine. In this our dear Canada, thousands of sincere hearts thank Heaven for fe and health through Paine's Celery Compound.

Mrs. Mossop, of Mimico, Ont., has a message for all women who suffer as she once suffered; she says: "I have much pleasure in giving my

testimony in favor of Paine's Celery Compound. I was entirely broken down by hard work, anxiety, and sleeplessness, and had pains all through my body. Doctor's remedies had no effect, and nothing met my case until I used Paine's Celery Compound. This medicine has done wonders water-tight by a preparation of three for me, and I would strongly urge all sufferparts of builder's cement and one of ing wemen to use it, as it is the best in the

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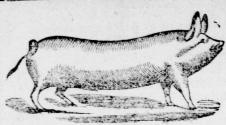
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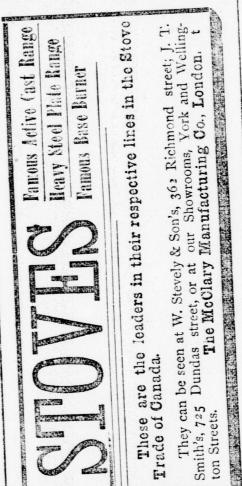


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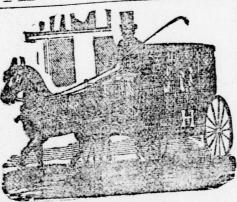
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