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Education in Good Roadmaking-

Educational work of the Road Inquiry of the United States Dopartment of Agriof the United Staics Department of Agri-culture, under General Roy Stone, direc-tor, has assumed a very practical shape. Heretofore this work has been done prin-cipally by the publication of bulletins. Last fall and winter R. J. Harrison, of New-Jersey, was appointed a special agent and lecturer. He visited and made ad-dresses on modern road construction and its benefits in twenty-nine counties in New Verb attention institutes held under York, at agricultural institutes held under the direction of the Agricultural Depart-ment of the State. Early this summer the Road Inquiry began the construction of sample roads as object lessons. This is done under a provision in the law creating the Road Inquiry, as a part of their educational work, and is to be done at agricultural colleges and State experimental station. The Government has equipped a plant of the most modern and approved machinery and implements. It consists of a stone crusher, elevator, screen and bins, a road machine for grading; a fifteen-ton steam roller, a three and a half ton horse roller, a cart for distributing broken stone on roadbed at any required depth, six feet wide and a stone gatherer to take up all-loose stones from the roadbed previous to construction. The Government also furnishes an expert to run the crusher and one to run the steam roller, and E. G. Harrison, special agent and road expert, who has the general direction of the work, and gives lectures and talks on road construction during its progress.

The first road was constructed at the New-Jersey State Agricultural Experi-mental Station, at New Brunswick in June and July of this year. The second is Learly completed, at the New York State Agricultural Station, at Geneva. This road is about one and a half miles in length, and connects the station with the city of Gen-eva. About one thousand feet near the atation is made as a country road, where the use is pr ncipally by farmers. It is eight feet wide and eight inches deep, with. earth roads constructed on each side. The balance of the road is one of the streets or avenues of the city, and is made 14 and 18 feet wide, 8 and 10 inches in depth, the width and depth being increased as the travel becomes greater and heavier. Com-mon field stone is brought to the crusher by farmers, and after being crushed to the ac of two inches is put on the earth roadbed, which has been previously graded and thoroughly rolled, to the depth of six inches. This is wet and rolled down to five inches, or until it becomes firm and hard. Upon this foundation is placed four inches of trap rock, brought by canalboats from Haverstraw-on-the-Hudson. This is rolled, and the voids are filled with ground stone, kept wet during rolling, until the stone becomes thoroughly compact and impervious to water. The crown or centre of the road is raised so that all storm water is cast to the side ditches. The details of the construction of this road are under the uperintendence of Charles T. Harrison, a

Government expert, and formerly road en-cineer in Burlington County, N. J. The sample road has brought many peole to Geneva to see it. Many of them come in an official capacity as road efficers or representatives of Boards Supervisors. sixteen counties of this State and eight ther States have been thus represented. In this way the department of Agricul-ure, through its Road Inquiry, is impartng valuable information in regard to road

invronstruction. It demonstrates the fact tarhat good roads can be made by the use of the c mmon field stone for the foundation and then, by the use of the best stone at-ainable for the surface, a good road can e had at a comparatively small cost, the ost depending principally on the distance is store has to be transported and the mount of grading.

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by the use of Paine's Celery Compound, discovery. Paine's Celery Compound justly boasts of one grand advantage over all the adver-tised remedies of the day, whether they be pills, nervines, bitters or sarsaparillas. The cures effected by Paine's Celery Com-pound in cases of rheamatism, neuralgis, kidney and liver troubles, nervousness and dysipenia are permanent and lasting. Thousands of glad letters like the fol-tiowing from Mr. Charles Bowles, of Mont-real, are received every year: "Over four years ago I gave you a testi-monial for Paine's Celery Compound after it had completely freed me of rheumatism of many years' standing. I am happy to state I have had no trouble from the disease since your Paine's Celery Com-pound cured me, proving conclusively that your medicine works permanent cures. I am always recommending Paine's Celery Compound to the sick, and particularly to those troubled with rheumatism."



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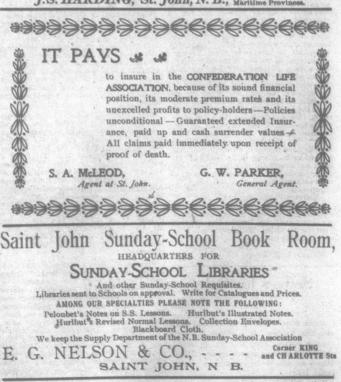
THIS FLOUR is the Highest Grade made on this Continent.

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TT ABSORESS more water than any other known hour, therefore, the bread will keep moist longer. HUNGARIAN is made from No. I Hard Manitoba Wheat (acknowledged the best in the world), and scientifically milled by the latest improved methods. " MANITOBA WHEAT contains more gluten than any other wheat, and gluten is the property in the wheat which gives strength, and is much more healthful than starch, which is the principal element in winter wheat. ARE YOU using Hungarian in your home? If not, give it a trial, and you will soon become convinced that it is the best and most wholesome hour that you have ever used

will soon become convinced that it is the best and most wholesome hour that you have ever used. THE BEST PUBLIC pastry cooks in Montreal use nothing bnt Hun-garian for pastry, as it makes the very best pastry, if you will only use enough water. FOR BREAD use more water than with any other flour. Give it time to abaorb the water and knead it thoroughly; set to rise in a deep pan, and be sure your sponge is soft enough. IF YOU follow the above directions you will have better bread than it is ossible to get out of any other flour.

J.S. HARDING, St. John, N. B., Maritime Provinces



The prospects of the British artillery team coming to Canada in 1893 to compete with the Dominion batteries are favorable. Hon. W. S. Fielding will visit Paris soon in connection with the proposed French-Canadian line of steamships.