

# The Waterdown Review

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## SPECIALS FOR SATURDAY

**Electric Light Bulbs**  
25 and 40 watt  
35c or 3 for \$1

**Dr. Hess's Stock Food**  
65c package for 55c

\$1.50 Mitts and Gloves \$1.25

**Gallagher's Hardware**  
Waterdown

## CUMMINS' DRUG SPECIALS

Good Only Saturday, February 1

33c Castoria	28c
\$1.35 Scott's Emulsion	\$1.19
75c Scott's Emulsion	62c
25c Syrup White Pine and Tar	17c
25c Hydrogen Peroxide	15c
25c Carbolic Salve	19c
15c Carbolic Salve	11c
25c Violet Talcum, per lb.	17c
30c Bars Castile Soap	25c
15c Jergen's Peroxide Bath Soap	3 for 25
\$1.00 Nuxiated Iron	89c
\$1.00 Cod Liver Oil Preparation	67c
25c Thomas Electric Oil	19c
35c Tooth Paste	25c
40c Choice Mint Humbugs, per lb.	29c
50c Chocolate Patterkrisp	39c

### Soldiers' Letters

Germany as Seen by Our Local Boys. Notes of Interest

Obergartzen, Germany  
12-10-18

Dear Friends:—Your interesting letter received. I'm very sorry indeed to learn of Miss Misener's death, what a wonderful teacher she was, she got the best out of us. Well here we are in the Fatherland, and it seems a bit like home, we are going to take up positions 15 miles on the other side of the Rhine, we will be relieved by the 3rd and 4th div. in January. Christmas in Germany for a change, we have marched from France up here, expect to go through Cologne the 13th of this month. Canadian headquarters will be at the celebrated city of Bonn; our headquarters the 1st div. will be at Cologne. We are kept off the main roads for various reasons, so it would not be fair to express my opinions as to the nature of the towns, the people are very obliging that I have come in contact with so far: everything is expensive, but the people on the whole are looking fit, don't seem to have lost any sleep while the German Army came through this town. The quartermaster sold six horses for 30 marks, the buyer gave his two twenty mark bills, so the quartermaster gave him two more horses for the other ten marks. By the way, the butcher was the purchaser. Horses died like rats, through starvation and overwork, they hadn't time to bury them, two months ago a cow sold for four thousand marks, to-day a cow sells for two thousand, a suit of clothes costs a small fortune, ten thousand marks, \$250.00, a loaf of bread, two lbs. for seven days; there are five in the family, they have all kinds of cabbage though, the people do look happy. I don't think I feel like throwing my rifle at them, now like I used to do in that war, that indeed on the 11th day, the 11th hour, and the 11th month, you remember that war, at the last it wasn't war, it was imagination, we were getting ready to relieve the 3rd Div. at Mons, when the armistice was signed. We have been marching for a month. Orders just came in, get up at five, breakfast at six, and leave at six-thirty for another twenty miles tomorrow, one of the boys got a nasty hit at Cambria, recovered and back with us only to get the influenza and die, hard luck, its getting late—more later.

Lindla, Germany, 12-16-18

A few lines to thank you for my box, which arrived safe and sound. I still have the rose in my Balmoral, all the section had a share, we thoroughly enjoyed it.

Here we are as far as we can go, the German line is 6 1/4 miles ahead, all the ground in between is neutral, no one from either side can enter or the civilians, get out without a pass. It seems as if we might get back in a few months. The people have used us very well considering. The German people I have met, don't seem to care as long as they are well fed, well amused, and making money, whether they are free: the French and British want to be free first of all, free anyhow, free even when they might be better off materially under a benevolent autocracy. We want to have a voice in the Government, they are willing to be governed by professionals, as long as they make him comfortable.

They say corporations have no souls neither have governments that are not answerable to a free people for their actions. On our way up the only important town was Cologne. We crossed the celebrated river on the 13th, it was on Friday too, raining hard, I expect it pleased the civilians to watch the troops wading through the streets, we stopped at a suburb over night, I went in by street car, and had a glimpse of the city. The importance of Cologne is political, and military, this ancient stronghold has a population of 500,000 people situated at the centre of an extensive network

of railways, which gives it direct communication with all the important cities of Europe. So the famous Rhine city passes under the mastery of the Allied forces. It certainly is a wonderful victory, when one stops to think, in August we were just 4 kills, from Arras and about 9 from Amiens, now on the eastern bank of the Rhine, 25 kill, at this section. Germany, our most formidable enemy beaten. Gen. Foch deserves the credit. The men who fought at Ypres, Festubert, and the Somme were just as dauntless as the men who fought in 1918, bravery is vain, if there is disorganization, lack of direction and absence of vision. Unity of command was what was needed. I expected to get leave in January, we are far from anywhere. It has been raining most of the time till to-day. Am enclosing a post card, our headquarters are about 250 yds. up the road. Again expressing my thanks, I owe the little mother of Woodhill a debt I can never pay in this incarnation. Love to all, wishing you all a happy new year.

Dick.

### Agricultural Society Meeting

The Annual meeting of the East Flamboro and Waterdown Agricultural Society was held in the Bell House on January 21st.

The meeting opened at 2:30 with the president, R. Forth, in the chair. The minutes of the last meeting on Aug. 24th were read and adopted.

Wm. Attridge, Supt. of Grounds, gave his report of work done on last Fair day. The financial report for the year ending Dec. 31 was presented by the Treasurer and showed the substantial balance of \$246.26 on hand, and on motion the report was adopted.

It was moved by G. B. Stock and W. R. Flatt that the Treasurer send Sheriff J. T. Middleton \$4 for prizes he paid at the last Baby show.

The list of paid-up members for 1919 was given by the Secretary, after which the report of Directors for 1918 was heard.

A communication was received from W. G. Marritt asking that two Delegates be appointed to attend a meeting to be held in the District Representatives office Jan. 25th reorganizing a Seed fair, on motion W. Attridge and the Secretary were appointed as delegates.

A motion that the society enter the Field Crop competition was carried, also one that the society employ no Dept. Judges.

The Treasurer was instructed to send \$2 membership fee to the Association of Fairs and W. R. Flatt and Henry Newell were appointed delegates.

The following officers were appointed for the year 1919. C. W. Drummond, President; D. Thompson Vice-President. Directors: W. R. Flatt, J. W. Griffin, Henry Newell, B. Binkley, Wm. Attridge, Geo. B. Stock, S. Chaffe, R. Forth, J. J. Green, Louis Binkley, Stanley Hill, Peter Ray, R. C. Griffin, Thos. Allen and E. Gallin.

Wm. Thompson and Dr. Vance were appointed Auditors for 1919.

On motion by W. R. Flatt and R. Forth, W. G. Horning was re-appointed Sec-Treas. at a salary of \$50

The meeting then adjourned to meet at the call of the chair.

### Early Closing Notice

By agreement the following places of business will close at 7 o'clock p.m. on Monday, Wednesday and Friday of each week: Jas. E. Eager, O. G. Griffin, A. Dale and Geo. Dougherty. The public are requested to co-operate with these merchants in this early closing movement.

### History of Roads

First of a Series of Articles by Chas. M. Flatt, O. A. C.

We have just elected our representatives in the Township Council for another year so we will hear no more on the subject of roads until next nomination day unless it be the grumblings of unlucky travellers who find our roads not to their liking. And yet this subject affects directly every ratepayer. The trouble is that the average man is only interested in roads over which he must travel, and in the amount of money he is called upon to pay for road work.

It is interesting to study the evolution of roads from ancient times through the middle ages, up to the present time. We find throughout all the history of roads that the best and only permanent roads were built under some great stimulus, generally war. So the first great roadway we have record of, was that built to the pyramids in Egypt, remains of which are yet to be seen. Of early feats of road engineering, a great bridge over the Euphrates at Babylon stands as a monument to the skill with which structures were erected in those days.

But the Romans were the first people to make road construction and maintenance a State policy, under the stimulus of their leaders desire for military achievements the great Appian way was constructed in 311 B.C., leading to Rome. It was the first paved road. After excavating the road bed to a depth of 4 feet and a width of 40 feet, a foundation was built of stone blocks in solid masonry. This was covered with fine material, worked in-

to the surface. This was the beginning of a wonderful system of paved roads leading throughout Europe. Some 372 separate roads were built the total length of which was 48,500 miles. To-day in England the old roads constructed by the Romans during their invasion still stands. The Romans used slaves and soldiers to accomplish these great works.

The next revival of road building was again caused by war, when Napoleon decided to dominate the world he instituted a wonderful system of military roads in France, which were kept up fairly well until the late war when they were built up better than ever.

Previous to the 17th century the only roads in England were tracks where the most traffic accumulated. Roads were not recognized by parliament as a public utility. In 1809 in an effort to remedy conditions 1000 turnpikes were established covering 35,000 miles. The first real roads were introduced in 1817 when a Scotchman named Macadam built a road through London.

Charles Dickens wrote "Our shops, our horses' legs, our boots, our hearts, have all been benefited by the introduction of Macadam." It was this man who introduced a system of road making which for many years yet to come will prove adequate to carry the traffic on the great majority of our roads. Owing to this great good road the English parliament in 1823 recognized roads as public utilities and set aside money to construct and maintain them.

Coming back to the American continent we find that the first great American highway was the York road, between New York and Philadelphia. Here again we find war to be the stimulating force behind construction. Following this a highway was built from Albany to Schenectady and one from Washington to St. Louis, in 1826. As the population increased, more roads were built until at the present time the United States spends annually \$3000,000 on their road system.

In Canada the first roads were bridle paths, and bush trails. The first construction was the laying of corduroy

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