

ROAD IMPROVEMENT

REPAIRING COUNTRY ROADS.

Under the Present System a Great Deal of Money is Wasted.

A correspondent of the *Examiner* Journal says that it has been noticed by all intelligent persons of late years that the present system of road repair is not a good one. A great deal of money is spent whilst but very poor returns are realized. Pathmasters are appointed from among the farmers, and in nine cases out of ten the man appointed knows little enough about the work which he is appointed to oversee, and in many cases he knows almost nothing at all about the matter. Let me cite an instance. Not very far from here a farmer was appointed as pathmaster for a year. He had worked to the value of fully \$50 to expend on his beat. It will be remembered that during last June a very heavy rain fell. It was during the intervals of this rain that the above pathmaster had his statue labor assigned. The result may be easily imagined. The labor expended was totally lost, and the road was left in a worse condition than it was in the first place. Thus not only was the money lost, but additional money had to be taken from the municipal funds to render the road passable.

Another phase of the subject may be seen in the irregular manner in which the work is done. The pathmaster calls out his men and some of them come and some of them don't. Then the overseer has to be continually running after the delinquents, and there are cases where the road list has not been returned for three years. All the thanks that the pathmaster gets for doing his duty is the abuse of his neighbors, with whom it is to his interest to be on friendly terms.

Then did anybody ever watch the men "working for the Queen"? Perhaps if the muscular force used in keeping the tongue going was applied to the use of the shovel there might be better results. Of course this is not always the case. On some beats there are men who take a pride in keeping their section in good shape. But unfortunately these sections do not predominate. Nobody is particularly interested because nobody has any incentive to make a thorough job of the work in hand, and the man who gets the least for his work is the man who acts as overseer. I feel fully convinced that if the statute labor were abolished and a tax paid by the farmers, of even fifty cents per day for every day of statute labor to be done by him (the regular tax for unperformed statute labor being seventy-five cents), and the money applied under the guidance of skilled overseers, we should have far superior roads than we have at present.

There may be some objections offered, but it seems to me that such objections may be easily overcome, and there are few farms that would not be benefited by the labor which is now put on the roads. Our farms, for the want of labor, are in a great many cases running down and becoming a burden to the man who owns them.

BROAD TIRE WAGONS.

There is no Reason Why they Should Not be Used Everywhere.

While the subject of good roads is being agitated in every part of the country those most interested in the subject are doing their best to make bad roads still worse by using narrow tires on their wagons. Heavy loads are drawn over our mud roads on these narrow-tired wagons and deep ruts are cut into them, and in wet weather make them almost, and sometimes entirely, impassable. I have a sort of pity for a man who urges his team along a muddy road, all the time grumbling about the badness of it, when he might reduce the labor of his team from one-third to one-half by using wide tires at very little additional cost to himself, and to the great saving of team and tempo. It is to be hoped that the first legislation looking to the improvement of the roads of the country will be in the way of encouraging the use of wide tires, for one narrow-tired wagon will do more damage than a dozen with wide tires if the roads are at all soft. No one disputes the philosophy of wide tires, and no one seems to have any good reason to offer why they should not be used. Our farmers simply follow precedent and go on using narrow tires because their fathers did before them. Lumbermen and freighters use wide tires almost universally and save money by doing so, but it seems that farmers do not care to economize in this direction. The condition of our roads costs us more than any other single item of waste in this country, and the common use of wide tires would reduce this waste of energy to a large extent.—*American Farmer and Farm News.*

Potatoes Instead of Cedar.

The low prices of cedar paving timber and railway ties of late years, says the *Montreal Guide*, is leading some of our well-to-do farmers to considering the above subject with a considerable degree of earnestness, and already some of them are beginning to talk and figure on the probable profits on a ten, fifteen, or twenty acre field of potatoes and report says that one of our old time buyers is taking up the practicability of making contracts for potatoes in large quantities to be delivered at good shipping places, for which at least twenty-five cents could be paid in cash. This is considered a fair price in the fall of the year in most places. The objection is often raised that a few hundred bushels would stock any market in the district, and so it possibly might, but it takes more than a few hundred bushels to stock Chicago or a dozen other large cities and they could be shipped to at a much lower rate of freight than they can from the east. The trouble is not that there are too many grown, but that there is not enough to pay a boat to call for them; all that is needed is the quantity and we would soon have buyers.

Making Roads.

The best time for road work is after the spring work has been completed, because the ground is then neither too wet nor too dry, and when dry weather sets in there is no use trying to work roads. Road work in the fall is just as impracticable, because the track will be muddy until the spring up-occurs and the following spring will be full of mud holes. For this reason divide townships into road districts and let the main portion of the labor can be done after the crops are in. Every man preparing roads must have an overseer with them all the time. He understands his business, and one attendant cannot properly oversee a man crew of men.

The Best Cough Cure

It's Cure. A neglected cough is dangerous at once with Shiloh's Cure. For W. T. Strong.

OUR ROADS.

In the Majority of Cases the Work is Done Without Regard to the Result.

For the last four years we have been working on this question with a view to arousing the people to a sense of its importance, says the *Municipal World*, and it is possible, convince them that the work of road building would do more to lift them into prosperity than any other work to which they could direct their energies. We have obtained from nearly every township in the province, returns as to the present expenditure for road purposes, and an average for a number of years past, also statements as to the amount of statute labor performed each year. It is a return for which they practically receive nothing. This has been going on for nearly a century. If the amount which has been sunk in this manner could be ascertained, it would startle even the most phlegmatic of our citizens.

The job of making a ditch in a low part of the road is let for \$50 or \$100 no proper outlet is made for it into the adjoining property, it holds its full of water, and after a couple of winters the action of the weather and stagnant water causes the sides to slip and in a short time the ditch is filled up. Another job is let for grading a piece of road, when the foundation is not first drained, the travel on it in the wet season makes it as bad as ever. Gravel of all qualities is hauled on the road and dumped in the quagmire, soon to be lost sight of. In other instances it is put on so thinly as to be of no use. When convinced of this an extravagant quantity is used, the wheels are allowed to rut it while loose, no further attention is paid to it, and in a short time deep gutters are formed where the wheels travel; rains fill these gutters; heavy traffic cuts through and it is damaged rather than improved. In many cases large sums of money are expended for gravel, which, owing to the amount of earthy substances among it, makes the road worse than it would be if this material had not been put on, but the natural soil of the road-bed properly drained and rounded up. Culverts are constructed of perishable material, which on account of its exposure to the varying changes of wet and dry, collapses in a short time under a load, and not only the cost of a culvert, but large sums for damage are wasted. Small timber bridges are constructed in ravines and high and expensive grades are made at either end, without any knowledge of the great pressure of the embankment, and the weakness of the structure which in many instances collapses before the contractor has reached home with the people's large draft. Hundreds of dollars are expended in cutting down hills, where if the proper pains were taken in laying out the road, it could be deviated from a straight line, hills skirted, the ascent made easier and the large cost of reducing the grade, together with the subsequent cost of keeping the gutters open, and repairing the damage done by the water and frost would be saved. These items together with the many items of from five to twenty-five dollars expended throughout the township in filling holes and making small surface ditches, grading patch by patch without any regularity and many other trifling items of work, make the amount when footed up at the end of the year of alarming dimensions.

Roads have been constructed by road work under pathmasters, and good roads can be constructed under the statute labor system, but more money has been squandered, labor misapplied, wasted, and practically thrown away. Draining, grading and other elementary principles involved in making and keeping of a good road in a great majority of cases are ignored and the work is done without rule, reason or any regard for the ultimate result. The water that falls on the road is allowed to stand in ditches made to receive it, which saturates the foundation, stands in pools and ruts on the road, and the traffic churns and mixes it with soft dirt until it is removed by the slow process of evaporation. During the dry season this lazy process is put in operation and leaves the roads more susceptible to the damaging influences of the wet autumn weather.

Objections to the Present System. Every road is a structure and needs a foundation. A good road will never be built by accident or maintained by ignorance. It is quite as senseless and futile to attempt to build and maintain a good highway by calling out A, B and C from their various occupations to maul and scrape a few miles of soft dirt with hoes and shovels, as it would be to expect the same persons under a similar system to contribute their personal labor in the successful erection of a courthouse or gaol. In either case the proper completion of the work requires that it be done under an intelligent supervision and by persons whose knowledge and instruction fit them for this kind of work. Besides these objections, the system of working out the road tax as at present operated, presents certain features which are inequitable as among the people themselves. The money collected from these persons who agree to pay their assessments in money rather than by personal labor is in many cases diverted to mysterious uses, which only the municipal politicians have power to disclose. While on the other hand the labor performed here and there by that little squad composed of the youth taking his first lesson, strong in ambition, but weak in physique; the hired man proud of his holiday; the middle aged willing to work, but more anxious to yawn; the nervous farmer anxious to work according to the intention of the law, but cannot see his way clear to do more than his neighbor; the veteran roadster whose hair has grown grey anticipating good roads as the result of his many years' labor; the grandfather, who when this work is done has completed his manual labor for the year.

How to Kill Sparrows.

To kill sparrows, put cayenne pepper in the crevices of buildings they infest; this treatment killed hundreds about the Maryland state house. Or support a long and wide plank by a stake, scatter grain under it, and when the sparrows are busily eating pull the stake away by means of a string, and the heavy plank deadfall will kill the sparrows. Others will quickly return to take their place. Many believe the English sparrow does more good than harm.

Early Potatoes.

Early potatoes should pay well, as they are always in demand. A potato field should be kept clean from the time of planting to the harvesting of the crop. Many potato fields are allowed to become so overrun with weeds as to make the cost of harvesting more than all other labor given during the season. Keep the weeds down from the start and the tubers will be large and the yield heavier.

Your first experience in eating artichokes is that you are eating boiled pine cones.

Karl's Clover Root Tea.

A sure cure for Headache and nervous disorder. Nothing relieves so quickly. For sale by W. T. Strong.

The Industrial World.

Echoes From the Busy Mill and the Workshop.

Products of Labor and Inventive Genius.

News and Happenings of Special Interest in the Various Fields Where Mechanic and Artisan Hold Sway Night and Day.

Japan has 2,000 newspapers.

Paris has 11,533 horse owners.

Gold in circulation—\$75 tons.

Chicago has a barber's school.

France contains 45,000,000 hens.

A whale's skeleton weighs 25 tons.

Wyoming's wool clip is 3,000,000 pounds.

Americans eat 8,000,000 bananas a year.

Wood is replacing stone pavement in London.

At Menominee, Mich., 22 sawmills are running.

Thirty London tradesmen boast the title of surveyors of whisky to Queen Victoria.

A telegraphic typewriting machine in use in Baltimore is capable of telegraphing 200 words a minute.

A Madagascar correspondent tells of 400 pine apples being bought and delivered for a school picnic there for \$1.

Dr. Talmage, of Brooklyn, has already upward of 60 lecture engagements with Chautauqua summer assemblies, at from \$300 to \$500 a lecture.

A remarkable scheme to systematize operations has been organized in New York City, to propose to locate 100 gold mining claims in Colorado.

A telegram from New York to Australia has to go nearly 20,000 miles, 15,000 of which are by submarine cable, and it handled by fifteen operators.

It is proposed to build a railway to India across the Arabian Sea.

The total length from Port Said to Kurrachee is estimated at 2,400 miles.

An important recent invention is what is known as the magazine boom.

Hitherto one man has been required to load and unload a magazine.

Sixteen booms can be managed by one man by use of this invention.

Maxim's cavalry gun, which fires 700 shots a minute, weighs but 30 pounds, and can be carried strapped on a soldier's back.

The gun he made for the Sultan of Turkey fires 70 shots a minute, but it is a field piece on wheels.

The German Emperor's imperial train cost \$75,000, and took three years to construct. There are altogether twelve cars, including two nursery carriages.

The reception salon contains several pieces of statuary, and each of the sleeping cars is fitted with a bath.

Three young women of Ellensburg, Wash., left there recently to seek their fortunes in the gold fields of Alaska.

Their outfit included, among other things, a small sail boat, in which they will make the trip up the Yukon River to Forty-Five Mile Creek, a distance of over 1,700 miles.

Industrial resumption, wage increases and restorations, working force enlargements and reductions in the ranks of the unemployed continue and increase as time passes, and every week multiplies the conditions which go to make up a higher standard of industrial and commercial prosperity.—*Omaha Bee.*

It is cheaper to travel now than to board at home. A trip 600 miles may be taken on a first-class steamer for \$150 and no extra charge is made for either meals or state room during the two days and a half required for the journey.

This is one of the incidents results of our steamboat war.—*St. Louis Post-Dispatch.*

The municipality of London intends to build gigantic waterworks and reservoirs at a distance from the metropolis.

In Wales, at a cost of \$100,000,000, the project is to build a canal, the purpose of which is to sell out their plant for one-half more.

This is to be a municipal, not a private enterprise, the same as Hartford's water supply.

All the cares of housekeeping are taken from the shoulders of those who are willing to pay for them. Not only are windows washed and houses cleaned by contract, but you can hire a company to care for your carpets all summer, and another to insure your house against damage by overflowing water.

What is not absent for the summer.—*New York Sun.*

The canal which will connect Marseilles with the River Rhone will run four and a half miles of its length through a tunnel. Some idea of the engineering required for this work may be obtained by realizing that the canal will be made wide enough for two boats, each of 46 feet beam, to pass each other. The total length of the canal will be 35 miles. Its cost is estimated at \$50,000,000.

In machinery, such as locomotives and stationary engines, England ranks only second to Brazil among the United States customers. In passenger cars England took more than Brazil and more than twice as much as all Continental Europe.

Of exports of leather 75 per cent went to England, of sewing machines 25 per cent, of raw hides over 33 per cent, of mineral oils over 33 per cent, of all manufactured goods over 25 per cent, and so on through the list of articles exported from American factories.

The first spinning mill in Japan was erected in 1853, with 5,456 spindles; twenty years later there were 16 mills, with 45,700 spindles, while in 1895 there were 46 mills, with some 600,000 spindles.

Statistics regarding the industry in China have not been published, but a conservative estimate is that the end of this year will witness 360,000 spindles, 3,000 looms, besides numerous cotton gins ready to operate in 15 cotton mills.

From this it would seem that the cotton is sent to the mill unfinished.

The Supreme Court of Ohio recently decided in the case of William Goodall vs. the Coker Brewing Company, that all leases of premises on which intoxicating liquor is sold are void. This decision, which is attracting great attention, affects both the landlord who has a saloonkeeper as a tenant and a saloonkeeper who has been at large expense to fit up a place in the expectation of occupying it for some years. The case will be taken to the United States Supreme Court.

A new cigar-making machine has recently been introduced in England by a Belgian firm, which is stated to turn out a concho, perfect or other shaped weed, equal to the best hand-rolled article. The mechanism resembles somewhat a sewing machine in size, and in the manner of feeding the tobacco.

The aim has been to carry out automatically the same process accomplished by the deft hand of the cigar-makers, and the essential feature is a series of little pricers and molds, equivalent to 20 or 40 fingers, which shape the cigar and wran it. It is calculated that the cost of making cigars with the machine, including the expense of superintendence, will be 10 cents per 100; whereas, the English manufacturer now pays the hand worker 30 cents per 100, inclusive of the charge of superintendence.

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NOT VANITY.

Dr. Donald Macleod tells a story about Prof. Blackie. Prof. Blackie frequently stayed at Dr. Macleod's house in Glasgow. One night, says the doctor, we were sitting up together. Blackie said in his brusque way, "Whatever other faults I have, I am free from vanity." An incredulous smile on my face aroused him. "You don't believe that; give me an instance." Being thus challenged I said: "Why do you walk about flourishing a plaid continually?" "I'll give you the history of that, sir. When I was a poor man, and when my wife and I had our difficulties, she one day drew my attention to the threadbare character of my surtout, and asked me to order a new one. I told her I could not afford it just then, when she went, like a noble woman, and put her own plaid shawl on my shoulders, and I have worn a plaid ever since in memory of her loving deed."

Gambling Without Limit.

"O, George!" she exclaimed, as they gazed seaward, "there seems to be no limit to old ocean's broad expanse. And the waves, how they gambol along the shore!" "The waves are very foolish, dear," "How foolish?" "To gamble where there is no limit." But not half so foolish as are thousands who, dying with consumption, are staking their last chance on this or that remedy which has never yet been known to cure, and refusing to try that which certainly brings them back to life and health.—*Dr. Pierce's Golden Medical Discovery.* In the earlier stages of this terrible disease it is a positive cure, while even in the last stages it gives great relief and prolongs life. For weak lungs, spitting of blood, lingering coughs, asthma and kindred ailments, it is guaranteed to cure or benefit, or money paid for it will be returned.

About 350,000,000 feet of logs have been cut on the Menominee (Mich.) River this winter.

HEART DISEASE RELIEVED IN 30 MINUTES.—Dr. Agnew's Cure for the Heart gives perfect relief in all cases of Organic or Sympathetic Heart Disease in 30 minutes, and speedily effects a cure. It is a peerless remedy for Palpitation, Shortness of Breath, Smothering Spells, Pain in Left Side and all symptoms of a Diseased Heart. One dose convinces. Sold by W. T. Strong and B. A. Mitchell.

He (just proposed)—You hesitate? "Yes, it is a little thing, but I don't like to see my fiancée's rival."

How to Cure All Skin Diseases. No internal medicine required. Cures tetter, eczema, itch, all eruptions on the face, hands, nose, etc., leaving the skin clear, white and healthy. Its great healing & curative powers are possessed by no other remedy. Ask your druggist for "Swayne's Ointment." Lyman S. Swayne & Co., Montreal, wholesale agents.

An enterprising citizen of Connecticut once advertised that, on receipt of \$1, he would send an infallible recipe for fat persons to become thin. His formula was: "Don't eat anything for a year."

How to Cure a Headache.—Some people suffer untold misery day after day with Headache. There is rest neither day or night until the nerves are all unstrung. The cause is generally a disordered stomach, and a cure can be effected by using Parmelee's Vegetable Pills, containing Mandarake and Dandelion. Mr. Finlay Park, Lysander, P. Q., writes: "I find Parmelee's Pills a first-class article for Bilious Headache."

Uncle Sam has 2,035 women physicians.

Minard's Liniment for Rheumatism. There is a new button made, apparently of twisted wire, with a large stone ball in the center.

Among the pains and aches cured with marvelous rapidity with Dr. Thomas' Electric Oil is carache.

The young are especially subject to it, and the desirability of this Oil as a family remedy is enhanced by the fact that it is admirably adapted not only to the ailments of the young, but also to the disorders of the bowels, and affections of the throat, to which the young are especially subject.

The clothing of the women of the Sultan of Turkey costs \$7,500,000 a year, so it is said.

Scott's Emulsion

the cream of Cod-liver Oil, with Hypophosphites, is for

Coughs, Colds,

Sore Throat, Bronchitis,

Weak Lungs, Consumption,

Loss of Flesh, Emaciation,

Weak Babies, Growing Children,

Poor Mothers' Milk, Scrofula, Anemia;

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RECIPE—For Making a Delicious Health Drink at Small Cost.

Adams' Root Beer Extract. One Bottle

Fischmann's Yeast. Half a Cake

Sugar. Two Pounds

Lukewarm Water. Two Gallons.

Dissolve the sugar and yeast in the water, add the extract and bottle; put in a warm place for twenty-four hours until it ferments, then place on ice when it will open sparkling and delicious.

The root beer can be obtained in all drug and grocery stores in 10 and 25 cent bottles to make two and five gallons.

W.T.

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