

The District of Bedford Good Roads Association . . .

President, Hon. W. W. Lynch; Vice-Presidents for Counties, John C. Draper, Esq., Brome; J. J. Mullin, Esq., Missisquoi; J. Bruce Payne, Esq., Shefford.

It is enough, when visiting the rural districts, to observe a little of what goes on before our eyes to be convinced that a radical change is called for in the mode of making roads. Nearly everywhere there is a total absence of system, and people seem to take pains to select the least desirable materials. Uniformity is something unknown, and it is unusual to see a road so formed as to permit surface waters to run off; the drainage alongside the road is also defective.

I am of opinion that we shall arrive at perfection in the matter of road construction and repairing only when we shall have rid our municipal code of the clauses which permit the construction of roads by all persons possessing property in a municipality. The tax should be collected in money, and municipal councils should have direct control of the expenditures of this money. Everywhere that this latter system has been adopted it has given so much satisfaction that under no consideration would the old system be re-established.—J. A. Camirand.

The average weight of a load of crops drawn to market in this country is from one to two tons. In Europe, on the splendid roads which cost us three times as much to draw a ton a mile in this country as in those countries of Europe where they have learned that good roads are cheap roads. General Sizer, chief of the road enquiry office of the United States, has ascertained that if all the road improvement was made in his country that could be made profitably, the saving in the cost of wagon transportation would be five hundred million dollars per year.

All the money collected for road work should not be expended on merely repairing the roads. A portion should go towards constructing permanent work that could afterwards be easily and cheaply maintained in good condition.

The Boston & Maine Railway has been experimenting in the use of oil on its roadbeds for the purpose of laying the dust. The experiments are said to have resulted satisfactorily, and the New York Central will also try the same method. It is claimed for this method that it results in a saving of wear on the running parts of locomotives and cars, saving of contents of passenger and freight cars from the damage caused by dust, the elimination of vegetation from roadbeds, thus saving labor; and fewer hot boxes. There is also greater comfort to travellers and increased safety, as washouts are less likely and frost is kept out of the ground, thus preventing heaving tracks. The cost of using oil is placed at \$18 to \$77 per mile of single track for the first sprinkling, the quantity of oil used being about two hundred gallons. An additional annual expenditure of \$18 to \$22 per mile, it is claimed, will maintain the improved conditions.

Mr. A. W. Campbell, road commissioner for Ontario, in his report to Hon. Sydney Fisher, after holding a number of meetings in this district last spring, said:

"I find that the difficulties in your section are very largely the same as that now to be faced in this province at the launching of the agitation. People feared that the object of the campaign was to have ideal roads constructed, and that this would mean additional and possibly burdensome, taxation. But in reviewing the expenditure and studying the question closely, we discovered that bad roads were costing us in labor and money as much as good roads should if that expenditure was systematically and properly made."

The village of Sweetsburg is noted for the excellent roads it possesses. The road work there in June consisted of shaping the roads with a road machine and then covering them with several inches of good river gravel.

A good deal of gravel has also been used on the roads in the Township of Brome this year.

The coming of the automobile will do much to hasten the day of good roads. Not only will the users of the horseless carriages demand better highways, but the use of them upon the roads will be vastly less destructive than the narrow tires of wagons and the hoofs of horses. The pneumatic tire hates ruts and roughness, and never causes them.

The village of Granby is going ahead this summer with the macadamizing of its streets. Shefford is the only county in the district that has purchased a stone crusher. Unless the other counties follow suit very soon Shefford will completely outstrip them in roadmaking.

In Philadelphia, where crude petroleum is plentiful and inexpensive, it is largely used to make dirt roads smooth and dustless.

Stone and board fences along public roads should be prohibited. They are serious and costly obstacles to winter traffic.

First proper drainage, then the proper material, properly put on. These are the requisites of good roadmaking.

Cricket.

The league cricket matches for this season have all passed off very pleasantly. There have been no disputes and no jarrings. Every match up to the 1st of July had been played promptly on the scheduled dates. Perhaps the most exciting contest was that between the Jubilee C. C. and the Stanbridge East C. C. at Stanbridge East on June 10. The Jubilee team won by a very narrow margin. This team so far has four victories to its credit. The Stanbridge team has surprised the cricketers of the district by the good showing it has made so far. Mr. Walsh deserves credit for what he has done for cricket in his part of the district. He is taking the most practical method of perpetuating the game—that is, by breaking in boys who never had a bat in their hands before and making promising players of them.

Cricketers in this district will remember Dominion Day, 1898, for a long time to come. It was a happy idea to have all the best players in the league meet and play against each other. Localism received a severe blow on that occasion. Every man put up the best game of which he was capable, and that for the pure love of the game. It was not a contest of club against club, because every club was represented on either team.

The generosity of the honorary president of the league, Judge Lynch, in providing a banquet to the cricketers, had its reward, if the general friendly feeling that prevailed is any compensation to His Honor for the zeal with which he has promoted gentlemanly cricket in this district.

By the Publisher.

The publisher raises his hat and begs to extend his best and most sincere thanks for the gracious manner in which Gibson's Monthly has been received, and for the many flattering compliments paid it. We will do our best to deserve the many kind things said of us.

After getting out our first number, we are in a better position than before to estimate just what amount of support we will require in order to put our publication upon a self-supporting basis.

In order to follow the high standard we set for ourselves in our June issue, we will require the active financial support to the extent of one dollar per year each of only one thousand subscribers.

Are there one thousand people in the district of Bedford who will become interested to that extent in the publication of a historical magazine? We are assured that there are, and many more besides. One thousand subscribers would mean less than one in fifty of the population of the district. It will mean only three hundred and thirty-three subscribers for each county of the district. We will start a competition between the counties to see which one of them will first reach the desired mark. At present the order is as follows:—

Missisquoi.

Brome.

Shefford.

Practically no canvassing has been done yet in any of the counties, but readers need not wait until our representative calls upon them. They can send their names and their dollars direct to this office, and help their county to take first place. We have already inscribed upon our subscription books the names of the first subscribers in each county. Who will be the three hundred and thirty-third?

Preserve your copies of the Monthly. We hope soon to be able to provide subscribers with a convenient binder in which the issues can be safely filed away. The volume will be worth preserving.

One class of people who ought to be specially interested in this publication is that of the folks who were born and brought up in the district, but are now residing in the United States or out west. Almost every family has some members of it in this class. No present would be more acceptable to them than a subscription to this paper.

Would you like to receive Gibson's Monthly regularly each issue? If so, drop us a post card to that effect.

Some one has said that the best way to study history is to read biography. In this issue of Gibson's Monthly we present biographical sketches of some of the old men of the district, specially written for the Monthly. We anticipate that these will be read with keen interest. They will be followed by many others:

Farnham.

To the Editor of Gibson's Monthly:—

Sir—The earliest settlement in the Township of Farnham, a township which has, like many others, been divided, was in the east part of what is now known as East Farnham Township.

The first white child born in Farnham was Lorenzo Wells, born Sept. 10th, 1798. And the first death was that of a child of E. and E. Bennett. The name was Lucinda. Oliver Wells, the father of Lorenzo, was born in Deerfield, Mass., in 1754. He was a son of Col. Samuel Wells, of the Royalist army, and Oliver received from the British Government in 1802 a grant of 1,200 acres of land, largely in recognition of losses sustained by the family in violation of his father's services, and by way of compensation for the war.

In 1799 Farnham was organized as a township, and letters patent issued by the Government.

Hence it will be in order to hold, in Farnham, this year, a centennial celebration. The date of Sutton was 1802.

The centennials of Bolton, Potton and Brome have already been held.

In relation to the centennial for Farnham, I would suggest that it be held in the last of August, or early in September, and be held in the vicinity of the Gale monument or Wells burying ground, as the first settlement was made in that locality. As a part of the original township is now in Missisquoi County, it is hoped that there may be united action on the part of the county societies representing East and West Farnham, to make this celebration the most successful yet held in the Eastern Townships. Yours truly,

ERNEST M. TAYLOR,
Secretary Brome County Historical Society.
Knowlton, July 1, 1899.