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GOOD ROADS HELP TO CIVILIZATION

Which Made Mark on History Were Good Road Builders.

Good roads promote the growth of the religion, education and recreation of every community which they serve.

Because good roads have proved to be one of the most important factors in advancing civilization, ministers, educators and everyone engaged in inproving social conditions are supporting social conditions are supporting the world-wide movement for the immediate construction of more highways and better high-

more highways and better high-ways.

By making it easier to reach churches, good roads widen the influence of the pastors by giv-ing them larger congregations and extending the territory which they can cover. The ben-efits and influence of religion are increased, and the pastors become more potent agents both in spiritual and material mat-ters.

lowed to become mere paths or to disappear altogether. There were hundreds of years when no traveller was safe. In the cities, few streets were improved and all were dangerous. It was only when road build-

ing was resumed that the people began to demand education and to throw off the shackles of despotic rulers; highways opened the era of enlightenment. The opening of roads in France brought the people in closer contact with one another and led to the founding of free governfeature of the Semi-

ment.

'So education today also depends on good highways. If the pupils are kept away from study because they cannot readiy reach the schools, education is retarded and the nation's protated and the nation's protated from the school of the It's custom-made tailoring at wholesale by specialized and expert team tailoring. gress hindred. Good roads mean more schools and more students.
Good highways bring healthy to his exact measure and to his recreation to people who have had few or no means of obtaining proper entertainment and social contact with others. They enable people to gather in schools, churches, halls and in one another's homes. They put the theaters of a town within reaching distance of the rural dwell-

FINDS FAULT WITH

THE HONOR LIST.
LONDON, April 21.—Lady Limer

D. GOLDENBERG & CO. ick writes to the Daily Mail protesting against the exclusion from the big list of appointments to the O. B. E. recently issued, of women who assisted at her refreshment buffets for Canadian and other soldiers during the "When, in 1916, by invitation, I vis

ited Canada to address a recruiting meeting," says Lady Limerick, "I found the buffet already known through our splendid Canadians. I can-not estimate how much the work of the women at the buffet helped to the women at the buriet helped to keep patriotism alive in Canada and Australia too. Ninety-five per cent. of the wounded passing through Lon-don bridge to Kentish hospital were fed and tended on that nine hundred repatriated Mons men came through They would have had nothing had it not been for us. It was a great big brotherhood of help and comfort which ended with a balance of 2,800 pounds. With this we have bought, thanks to our Canadian friends, the Bramshot huts at Guilford, as the Glentworth ex-service men's club, in memory of

my dear son, who died in a gallant air fight, and as a reminder of the buffet. "Eighty-four women, only one of whom was paid, shared in the work of the London bridge buffet, and I have not found one in this honor list.
"I hope they have not suffered by

my own action, of which they heartily approved, when I returned to the ome office the lowest grade of the rder of the British Empire, not considering that acceptance of it would be anything else but a slur upon my nderful buffet."

TWICE THOUGHT TIME HAD COME

Case Was Pronounced Hopeles Gratitude To Tanlac Is Un-bounded, He Says. What is doubtless one of the most

erk, living at 1288 Notre-Dame Str et West, Montreal, a few days ago. The story of Mr. Boudreau's restor ation to health is profoundly interest-ing and is given below just as related by himself in a conversation with a

Tandac representative:

"Two and a half years ago I began suffering from stomach trouble and twice during that time my case was pronounced hopeless and it was thought I could not live. My trouble began with a feeling like a big lump, after nearly every meal, in the pit of my stomach. I would than have to dr-ink a great quantity of hot water in order to get a little relief. I had to live mostly on milk and my stomach pained me so at times that I fainted and thought I would surely die. The least efforts would cause me to perare increased, and the pastors become more potent agents both in spiritual and material matters.

The building of new roads or the improvement of the old ones has enlarged the membership of many churches, both in rural districts and in towns, so that it has been necessary to erect new and much larger places of worships. Many new congregations have been founded as the advantages of religion has spread. When the people must walk or travel over poor roads to attend services and hear sermons, the force of religion is limited.

The best educated nations are the most powerful in every way, and their people are the happiest and enjoy the most liberty; the lack of proper highways keeps many nations unimportant and its citizens discontented and struggling. Would the people of United States have so much power and freedom if they did not have millions of miles of highways and railroads?

Through the centuries of the Dark Ages, whem the people were in bondage and even many kings and princes could neither read nor write, road building was not thought of. The highways was not thought of. The highways voluside the cities which had meant so much to the progress of earlier nations, were allowed to become mere paths or to disappear altogether. There were hundreds of years when no the content of the progress of earlier nations, were allowed to become mere paths or to disappear altogether. There were hundreds of years when no

matic pains are gone, and I sleep every night just like a child. In fact, I am feeling perfectly well and 1 mean to say by that, that I haven't an ache or a pain of any kind. My recovery as been a surprise to just lots of people and some who have met me on the streets lately seemed met me on the streets lately seemed absolutely amazed at the wonderful change that has taken place in me. All the praise, thanks and gratitude belongs to Tanlac. It is simply wonderful thanks and the praise of th SPECIAL Order Tail-value as I do." TANLAC is a Campbellton by THOMAS W. Druggist, in Jacquet River by ampbellton by THOMAS WRAN dler by ARTHUR NADEAU

A FARMER'S INVENTION.

Machinery Arranged to Feed the Stock While He Lies in Bed. A customer selects his cloth and

the morning" has invented a way of feeding and watering his horses by clock-work, with out even having to men experienced in reading physique type photos from pictures—do the individual design. vake up and push a button. He us the machinery of alarm clocks, after removing the bells. For example, he sets the alarm at 5.30. When that System and efficiency make it possible to finish each suit in four days at the shop. We fix the exact date of delivery by counting mail and express train time as elapsed between here and there. hour comes, a spring, instead of ring-ing a bell, pulls a wire which opens a slide in a chute and lets a feed of oats fall into the manger. By the same means a sort of window blind same means a sort of window blindflies up, revealing a feed of hay to
the hungry horse. One clock turns a
faucet over a pail in the manger, and
another clock turns off- the water
three minutes later, when the pail
should be full. Other clocks let out
the hogs—also the chickens, which
are fed by the same method, "Laziness is the mother of invention," declares this U. S. citizen, who insists
that there is one thing an alarm clock
must not do, and that is wake him up
in the morning. Opera House Block, Campbellton, N.B.

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The premier train of the Canadian National Railways Eastern Lines, is the Ocean Limited, and it is safe to say that on no other part of the Governmen lines, or on any railway in America, for that matter is the "Ocean" surpassed for general excellence and travel comfort. The fine modern steel cars assure the traveller of an easy and lulurious journey, while the dining car service on this train is renowned for the excellence of the menu and the splendid service given.

the menu and the spiends service given.

Experienced travellers probably realize that with this train the Canadian National Railways furnish a through service between Montreal and the Maritime Provinces that is not excelled by any other railway on the continent. Notwithstanding the very severe weather this winter the Ocean Limited has maintained her schedule remarkably well. Leaving Montreal at the control of 7,00 pm. this train affords the only daily service to points



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THE WINTER MAN

EYE DIFFICULTIES

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No Motor Vehicle

is allowed on any highway of the Province in the Spring of the year while the frost is coming out of the ground, without permission of the Supervisor, with the exception of Physicians, Clergymen and Ambulance Drivers. Sub-section 1/of the same section of the Act ferbles the carrying of loads over 3000 pounds and the hauling of portable mills on wheels between the Fifteenth Day of March and the Fifteenth Day of May, in any year, without a written permit from the Supervisor of Roads. This notice will remain in force until the Supervisor is satisfied that the road is fit for motor traffic, as applied to sub-section 2, and until arrangement be made with the Supervisor is compliance with the Act, as applied to sub-section 1.

P. J. VENIOT, Minister of Public Works.

April 5th, 1920, Fredericton, N. B.—4 wks.

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