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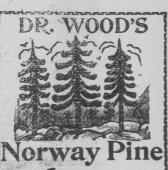
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ANTICE SIDVANCE.

products is at least \$15,000,000 more than it would be if the roads were improved, and that such improvement would add \$160,000,000 to the value of the farms. I

am well aware that the properties on mud roads cannot be sold, while those on mac-adamized roads have increased in value in a great many sections from \$50 to \$500 per

"Will it pay? I have only to refer you to the precedents of other countries for an answer. If it will not, why do we find

answer. If it will not, why do we find England, France, Germany, Switzerland, Norway, Sweden and many other civilized countries building the best roads they can in the face of difficulties which to us would be appalling. The poor Swiss have built roads through gorges and around precipices which would seem impossible and which must have cost over \$1,000,000 per mile. What will roads cost? The answer must be guarded by the dimensions, character of metal, soils, grades, drainage, etc., but the prices for turnpike range from \$2,000 to \$10,000 per mile. Very fair roads under favorable conditions have been laid for

VOL. 19.

CHATHAM, NEW BRUNSWICK, DECEMBER 22, 1892.

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weil, eh?"
"Yes; ran out of money."
"How deep did you go?"
"About fifteen thousand"—
"What! Fifteen thousand feet?"
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Scientific American

Miramichi Advance.

CHATHAM, N. B., . . DECEMBER 22, 1892. ROAD IMPROVEMENT. THE PLAN SUGGESTED BY A WIDE-

AWAKE AGRICULTURIST.

brought to bear for the improvement of our roads that have been in the building of railroads, and in twenty years or less time they would be on a par with other improvements of the country. Bluffs have been cut down, ravines filled and road-ways graded, with side ditches for drain-

favorable conditions have been laid for \$3,000, and when a deep bottoming and drainage are required, it may run up to \$10,000, but I should say, with rolling topography, varied soil and fair material they should not exceed \$7,000. It is better, in my opinion, to build the roads by general subscription than to farm out the franchises to joint stock companies, as in that case the condition of the roads is dependent upon the liberality of the company, while the community must pay enough in tolls to provide for the maintenance of the road, and the interest and dividends to the stockholders. The system of working out the taxes by plowing up the gutters and throwage, and occasionally tiling placed in the center and the sides filled above with the clay soil. This is the condition of the goads to-day in some parts of the country, groads to-day in some parts of the country, but with many exceptions. It matters not how well and evenly graded in the fall, rain, snow, freezing and thawing will disintegrate and open up the solid roadbed to receive the spring rains, making the used roads almost, if not impassable. What is the cause of the trouble with our roads? We have graded them annually for many years and have expended vast sums of money in this work and we are harassed and perplexed with muddy roads—we have no improvement. Why is it? Just for the simple reason—water, the cause of all the trouble, can't get away. We have all tried

CROSS SECTION OF ROAD.

to quench our thirst at a limpid stream, by dipping the hand into it, but in raising it to the parched lips, how difficult to hold the water in its effort to get to a lower level. It is not the wish of water to remain in our roads, but we compel it to stay, taxing ourselves heavily to keep it there, causing great trouble and expense. After many years of study and a long life of experiences, I came to the conclusion that as the clay road was a fixture of the country it should be utilized in being a part of a more permanent structure than it had been. This could be done by severing its center by digging a trench parallel with the road, from two to three feet in depth. At the bottom let it be six or eight inches in width. Two feet above the bottom, 12 to 16 inches in width, then widen out gradually to eight or ten feet on top of the road. The size of the trench may be varied—governed by cost of material to fill it. On the bottom of the trench place tile, fill above with sand or gravel to within six or eight inches of the road's surface, then broken stone, well rounded up, completing the road's structure. For drainage, sand is preferred as it is perfect security in protecting the clay sides of the trench against aggression by the thawing of the clay after being frozen—no chance of its penetrating so solid and compact a material. Sand in drainage is of great value, and in due time will be highly appreciated, as at least two-thirds if not three-fourths of foreign material used in drainage can and will be sand, it being cheaper and more easily handled than gravel or broken stone. One portion of clay to three or four of sand forms a combination that will make a fair road on a sand foundation, and still be porous enough for drainage. So too, creek or washed gravel is improved by

The farmer hauls everything he use sandy or muddy roads. Making a Telford Road.

The Telford base is made of six or eight inch rocks or bowlders, or large pieces of irregular-shaped stone, on which is placed a layer of coarsely-broken stone, and this is surfaced with pieces which do not average more than three-quarters of an inch in diameter.



TELFORD ROAD. a fair road on a sand foundation, and still be porous enough for drainage. So too, creek or washed gravel is improved by a small portion of clay. A roadbed thus constructed is as free from water as a road on a sand or gravel bank. The water that is not shed off the surface into side ditches is conducted through the porous material to the trench into tiling below and is carried away. All drainage is beneficial, but nowhere as much so as in the road's centre, immediately below the firm surface. The trench making and filling should be done with great care, as three-fourths of it is below all pressure from above and will last a lifetime without repair. The average road is about twenty repair. The average road is repair. In the original Telford road the inventor insisted that the broken stone be such as would pass through a two-and-a-half-inch firm, as would pass through a two-and-a-half-inch firm, and all his party were killed by Manyemus in March last on the Ituri River.

Four doses Curs a Cough.

GENTLEMEN, —My little bey was troubled with a very bale cugh was gone. I jet it at once and can truly say I did not give more than times or four doses nath his cough was gone. I have never been without repair. The average road is about twenty seems to be a lost att. It is ridiculous to cough was gone. I have never been without repair. The average road is about twenty repair. Th inal Telford road t

Intelligent Roadmaking.

Intelligent roadmaking in this country seems to be a lost aft. It is ridiculous to compel the yeomen each year to turn out and scrape great clods upon a road already impassable and thereby keep it in bad condition all the year. "Road working" as now conducted by rustic labor is the harrowing farce of to-day. How long this humorous manœuvering will be tolerated remains to be seen. The able-bodied men of the district turn out under the roadmaster and spoil the highways for months

ing should be done with great care, as three-fourths of it is below all pressure from above and will last a lifetime without repair. The average road is about twenty feet in width, so in place of an open ditch on each side of twenty feet, there is a drain on each side of eight feet, there is a drain on each side of eight feet, there is a drain on each side of twenty feet, there is a drain on each side of eight feet, there is a drain on each side of twenty feet in the high ways for months to come! the year of to-day. How long this humorous manecuvering will be tolerated remains to be seen. The able-bodied men of the district turn out under the road with the samulant th



firm in my convictions in relation to the claims that the farmers and others have on the general government, and on the state, county, and on railroads, too. I am not unmindful of the power possessed by the farmers of the country in their individual selves and township organization, yet, how outrageously overtaxed in transportation by reason of poor roads! The township in which I have lived fifty-four years is a fair average of the townships in the state. The Town Clerk informs me that the people of the township have paid a road tax on an average for the last ten years of over \$1,500 a year, making \$15,000 in the ten years, and as far as road improvements is concerned it is a great waste. This does not include bridges. In the county there are fifteen townships, making \$225,000 for the county. In Henry county, adjoining, for roads alone about the same amount is expended. How long shall this waste continue? Let a beginning be made. Thoroughly drain and improve the worst places first, and in a few years we will have as good roads in the break-up in the spring nousand
Bess—Not at all. Six months after mar

ying him you would be. A Change of Front, The Rescuer—What is the matter?
The Rescued—A man just met me her n the woods, and kissed me six times. The Rescuer—What did you do?
The Rescued—I screamed for help.
The Rescued—Yes, and repeatedly.
The Rescued—Yes, and repeatedly.
The Rescued—Not a soul. I was com-The Rescuet—Not a soul. I was com-pletely at his mercy. You see how remote and lonely the spot is, The Rescuer—Well, if you are certain that no one heard you, I believe I'll just take a couple of dozen kisses myself.

good roads in the break-up in the spring as in mid-summer.—H. W. Thornton's speech before the Highway Improvement Association of Illinois

ECONOMY OF GOOD ROADS.

Different Kinds of Roads Compared.

s no tax so great as that of bad roads, is a

At a recent public meeting at Abington, Pa., Professor Lewis M. Haupt, of the University of Pennsylvania, told some of the truths of road construction. "There Made a Lot of Difference. "Did you ever taste coffee, Bobbie? Abner asked, "Yes," said Bobbie. "It was awful

good."
"What did it taste like?"
"Medicine."
"I shouldn't think that would be good."
"It wouldn't have been if it had been medicine; but it wasn't. It was coffee."—
Harper's Young People. generally accepted maxim," he said, and t is true. The horses have to be fed, although they cannot be used, and the average cost of keeping a horse is \$125 per year. If the road surface be made harder merely by metaling it, then one horse can do the work of two, and the feed and interest on one is saved. It is estimated in

do the work of two, and the feed and interest on one is saved. It is estimated in England that the mere saving in cost by reducing their roads to such a condition that three horses can do the work of four, there has been an economy of \$100,000,000 effected annually. In the State of Illinois it is stated that the cost of hauling farm

wail. At last I began to spit blood, when it was supposed to be all over with me. Every remedy failed, till a neighbor recommended Ayer's Chenry Pectoral. I took helf a teaspoonist of this reclicine, three-times a day, regularly, and very soon began to improve. My cough left me, my sheep was undiglarded, my appetite returned, my chanchated limbs gained flesh and strength, and teaday, thanks to the Pictoral, I am a well man, "H. A. Bean, 25 Winter St., Lawrence, Mass.

Farmer (emerging from shadow of henhouse)—Hold on there, you old rascal! I saw you coming an' I jest thought you wouldn't be able to go by that pullet.

'Rastus—Go by dat pullet? No sahreckon not, sah! I'se got some human'ty in me, sah. Yo' didn't s'pose I oud see a po' chicken soost out a freezin' night laik dia, did yo'? Royal Crown, Derby. Dr. Wood's Norway Pine Syrup cures coughs, cold, asthma, brorchitis, hoarsenes and con-sumption if taken in time.

General News and Notes. Chicago is roofed in.

minutes by Woolford's Smitary Lotion. Warra te by J. Pal'en & Sw. Owing to the fall in the price of silver

many Colorado mises have been closed. Prepare for Cholera. ALEANLINESS, care and courage are the rescurces of civilization against cholera.

food. Take Bu dock Bood Bitters to main tein regular d'gestion and cosnre pure blood which is the very best safeguard against shel ia or any other epitemie. With many clergymen, public speakers, ng: s, and actors, Afer's Cherry Pectoral

langs. I's anodyne and expectorant effects Small-pox is extending its ravages through out E gland. In general it is moving slowly, though in some places it has spread with each ra; idity as to alarm the author

ENGLISH SPAVIN LINIMENT removes all hard, segt-or callonsed Lumps and Blemishes from horses, Blood Spavin, Curbs, Sphints, Ring Bone, Sectency, Stifles, Sprains, Sore and Swollen Taroat, Coughs, etc. Save \$50 by use of one bottle. Warranted the most worderful Blemish Care ever known. Warranted by J. Pallen & Son.

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MRS. J. S. RUDDY, Glen William, Ont. It is reported at Vienna that Louis time ago that he celebrated his 90th anni-

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