MONEY WASTED.

We Make Bad Roads Instead of Good Ones.

Road Instructor Campbell arrived in town Thursday and gave two addresses on the subject of road making during the day, one

that it was mere waste of time talking before some municipalities, as often road improvement is looked on as a waste of money and unless there is plenty of the latter there can the road—not as he had observed in this town, be no good roads. Country roads are not all built by statute labor, for in the last ten years according to government returns and packed, put on the metal. It should not be the distribution to the metal observed in this town, with the sides higher than the middle of the road and the ditches higher than the road. After rolling the road until it is perfectly dry and packed, put on the metal. It should not be the distribution to the metal observed in this town, with the sides higher than the middle of the road and the ditches higher than the middle of the road and the ditches higher than the middle of the road and the ditches higher than the middle of the road and the ditches higher than the middle of the road and the ditches higher than the road. \$35,000,000 was spent on roads in addition to this gravel should be screened. He would should should be screened. He would should be screened. He wou in the country. The making of good roads depends on the proper implements used. Drainage of course is the first essential principle, then clean metal must be spread and this compacted will make a surface that will shed water to the sides. When dirty gravel is used the road may look all right in dry weather, but when it rains the stones sink to the bottom, the mud cozes up at the top, the water is held in puddles, and vehicles passing over makes the place a quagmire, When field stone is available it can be so placed that the roads will not rut and will roadway could be built, which would be wear for years with but little cost for repairs. To obtain the best results the municipality should possess a stone crusher, In the Lindsay district stones are available. These should be put through a rock crusher, breaking them into tour sizes, course, smaller, and so on. These different layers can be put down and using a heavy stone roller the whole is packed into a solid roadbed. Fine stone dust should be placed on the top, filling up all the should be placed on the top, filling up all the small interstices, giving a beautiful smooth road and if well crowned one that is water proof, shedding the water. If good roads are wanted he tailed to see how the county could manage without a crusher and relier. Constant gravel spreading is a waste of money without any good results. All roads from an economical point of view should be constructed according to a proper plan. Many muni-Constant gravel spreading is a waste of money without any good results. All roads from an economical point of view should be constructed according to a proper plan. Many municipalities are pursuing the methods that were pursued one hundred years ago by the pioneer settlers, and then not with the same thoroughness. Some municipalities, unable to supply power for their crushers, contracted with owners of steam threshers who crushed the stone for as low as \$1 per cord, the townships furnishing some of the labor. Very often two townships purchased the machinery together and sometimes the county council incurred the expense and leaned the machinery. He advised the Lindsay council to build a block or so of permanent roads at a time so that in the end good roads would be obtained. Otherwise, if they persisted in their present county and of delivered the streets as in his

with little or no result.

After the address Mr. Campbell answered a number of questions re read machinery and BEFORE THE CITIZENS.

In the evening Mr. Campbell addressed a crowded audience of interested citizens in the council chamber. That they enjoyed his remarks was shown by the many long and continued rounds of applause that punctuated his lecture. The meeting should have been more fully advertised; the lecture was deserving of a larger house in a more comfortable

place.

He opened by expressing his pleasure at receiving an invitation to Lindsay. He could not be every place he was wanted, but he always came to the places he was most needed. Any change in the method of road making would have to be inaugurated by the citizens themselves. Many sections were laboring under the wrong impression that the good roads advocation was a scheme to have fine roads at an excessive cost. The real object is to excite people to adopt some scientific plan by which good, permanent and smooth roads

PROPLE WHO LIVE IN GLASS HOUSES, ETC. He always had a great and tender sympathy for pathmasters. There are 90 to the town. ship usually, each looking after a piece of road. These men had no definite or specified plan to pursue and consequently in each township there were nearly 90 different methods of road making. Judging by what he had seen during his drive around town in the afternoon the town could not afford to throw atones at the township. Lindsay had the reputation of being a good live business town; certainly the merchants were progressive, the residents were equal to those of other large places, the churches and various other institutions were creditable, but the roads, —. In the last 10 years \$40,000 had, he understood, been spent on streets and walks. In spite of this

was never more pressing in Lindsay than at present. Fifty years ago the early settlers adopted, at that time perhaps the best, method of making roads, hauling and dumping gravel on the streets. The trouble with Lindsry is, however, that she has gone on religiously following the same method. The gravel the town used was unsuited to the streets. He had visited the gravel pit and found gravel, turk, sand, all mixed up together. Yet the town deposits this material on the erness. After a days rain the stones are driven into the mud, the mud rises to the surface; and yet the town goes on year after

back again. If you rept doing the day you would have no better roads.

This is a serious question and should be discussed in a business-like way. In these discussed in a business-like way. In these hard times we have no money to squander, hard times we have no money to squander, and there should be the best possible results for every dollar expended. As it is money is for every dollar expended. As it is money is being wasted. If he were given the \$35,000,000 and 10,000,000 days of statute \$35,000,000 and 10,000,000 days of statute labor spent in the province during the past year, he could Macadamize every road in the year, he could Macadamize every road in the lowest. In this town there were lots of street allowances, but few streets.

REQUIRE A SPECIFIED PLAN. REQUIRE A SPECIFIED PLAN.

How are we going to get good roads. After his experience this afternoon he did not know whether to give his plan, because he thought the town had enough road makers and very soon it would have no roads at all. A plan should be laid down classifying the streets. The main streets being the ends of leading roads—the whole traffic concentrated on them—and they should therefore be Macadamized in the most permanent manner, from sidewalk to sidewalk, a width of about 24 feet. Other streets travelled lightly, and then only by delivery wagons, need not be so wide. say 16 to 18 feet, and outside thoroughfares 10 to 12 feet, and so on.

be the dirty gravel from the town gravel pit; this gravel should be acreened. He would parts will form a mechanical unio, become firmly cemented and give a road of 9 inches solid stone. When it rains he rain will not make mud of this road, but wash it clean and being shed to the gutters will be drained off. A street like this could be swept and kept clean, a street that id a credit to the town,

THE MONEY QUESTION It was a question whether the town could afford to "dake such roads. We had money to make very bad roads and there should be some to make good ones. If we had only \$800 a year to spend on streets, with proper man-agement 2 blocks a year at least of permanent comething to show for your expenditure,

STOPPING A LEAK. The lecturer then said a few words about sidewalks. In view of the growing cost of plank, the constant drain on the treasury to to make stone walks on the main streets at least. By making good walks you will have stopped a leak in the treasury. Barrie, with her artificial stone walks, looked like a boy

THE SCRAPER THAT DON'T SCRAPE.

Mr. Campbell again touched on the metal question, advising the council that they might just as well put good metal on the street as poor stuff, as it would pay them in the long run. He admonished them not to cart any more mud-gravel on the streets as in his opinion there was enough mud already there. Stones should be taken from the pit and used in making cobbled gutters so that horses should not destroy the roadway. It the town contemplated putting in a sewerage system in the near future it would be advisable to put off making permanent work on the streets Otherwise, if they persisted in their present course thousands of dollars would be spent put off making permanent work on the streets until such was completed.

the true spirit re the road question. The county roads round about compared favorably with the average county roads. Lindsay with the average county roads, Lindsay roads, however—well he would not make comparison for fear words might fail him. The question of making good roads to-day was a comparatively easy one as compared with days of yore. Then, there were many difficulties the early settlers had to contend with. They often met with reverses, but they persevered and by their zealous, faithful work they accomplished much. Yet to-day we find men saying that good roads is a question of money. It is not a question of money, but of money, but of

He did not intend to ridicule the statu

labor system, but as present carried on it is useless. In the average township 4,000 days of labor and \$12,300 is expended, which amount, if judiciously expended, would put every road into first-class condition. In an during his drive around town in the afternoon the town could not afford to throw stones at the town could not afford to throw stones at the townehip. Lindsay had the reputation of being a good live business town; certainly the merchants were progressive, the residents were equal to those of other large places, the churches and various other institutions were creditable, but the roads, —. In the last 10 years \$40,000 had, he understood, been spent on streets and walks. In spite of this the streets are almost in a state of nature and would reflect but little credit on any pathmaster.

The lecturer was under the impression that he had been invited to Lindsay to impart instruction on the subject of road making but all afternoon he had been receiving instruction from those he came to teach. In Dumfries they thought they were well advanced in road making when they were well advanced in road making when they had 50 different roadmaking methods. The 6 councillors on the Lindsay street committee represented different mathods of making roads. The council should inspect every foot of the road making when they had 50 different roadmaking and the road question you will get them to take a pride in and even volunteer labor will be forthcoming. interested in the road question you will get them to take a pride in and even volunteer labor will be forthcoming. With such an organization and taking such a pride in your roads in 5 years every road in the township will be permanently completed, and 20 per cent of the annual tax bill will be reduced. Mr. Campbell said, you have an excellent chairman of public works. He appears to be anxious to do all he can to secure the town

FIGHT LIKE CATS AND DOGS

streets of Lindsay equal to any in the province.

I don't ask you to accept my plans, but write
to places where they have adopted it and see
how it has worked. If you have been making
mistakes in the past benefit by them. I have
made mistakes, we all have and all benefited
by them. The lecturer said that he had heard
so many plans this afternoon that he did not
know whether he would be able to remember
his own to tell the people of Bobcaygeon when
he got there.

his own to tell the people of Bobesygeon when he got there.

There will always be some who will ridicule me and my methods and will not make any efforts to secure good roads. The farmer requires good roads to facilitate quick and easy transportation. The successful business man is the man who has no time to loose. The farmer who sits and toasts his shins around the kitchen fire will not succeed.

And let the otherwise progressive town of Lindsay be up and doing. This town may go on in its same old way, building bad roads with no system and throwing away money, while our sister towns are enjoying good roads and their many benefits, Lindsay will be stuck in the mud.

before the county council then in session, and the other in the town council chamber. They were both able discourses and cannot help but be beneficial to this community. It is to be regretted that the council did not advertise Mr. Campbell's coming more fully, as his lecture in the evening should have been heard by every elector of the town. Being a fearless by every elector of the town. Being a fearless by every elector of the town. Being a fearless by every elector of the town. Being a fearless by every elector of the county council.

In a short address before the county council Mr. Campbell same as was glatable and one observed that the council; he often found that it was mere waste of time talking before

Mr. Campbell same as was glatable was drained. Wealthy as they were they and dirty generally was drained. Wasters to be a county council that it was mere waste of time talking before

Mr. Campbell same as was glatable was drained. Wasters by dumping in stone account of the council; he often found that it was mere waste of time talking before

After the lecture Mr. Campbell was kept busy answering intelligent questions re good road making. Hany prominent Lindsay gentlemen and members of the county council gentlemen and members of the county council made speech's praising Mr. Campbell and his work and pointing out the crying need for good ros is. The good roads movement has received an impeus in Lindsay and should the same spirit be manifested hereafter as at the, meeting on Thursday night it is safe to venture that Lindsay will not be far behind in this great revival that is sweeping the country. In able speeches Mr. J. D. Flavelle moved and Mr. J. A. Barron seconded a vote of thanks to the lecturer of the evening, which was unanimously carried amidst rounds of applause.

Examination Papers.

To the editor of THE VICTORIA WARDER. Sir,—Teachers and others who wish to obtain examination papers from me will oblige me very much if they will let me know exactly what they want at least before the commencement of the examination.

J. H. KNIGHT, P. S. Inspector. Lindsay, June 15th, 1897.

County Court.

The county court and quarterly sessions concluded its business Tuesday, after one of the longest sessons on record. In the case Sanders vs Scott re wages, verdict for plantiff for \$250. Fraser vs Strickland, verdict for plan-

tiff Mrs. Strickland. Thexton vs Parkins, verdict for defen-Nesbitt vs Peel verdict for plantiff for

not guilty.

The grand jury's presentment will appear next week.

Alf. Parkin, the speedy "Antelope" rider while training on the Agricultural park track on Tuesday evening received a severe fall smashing the wheel he was riding. He has been on the shelf for a day or so, but it is hoped will be ready for the races on Jubilee day.

COMMERCIAL.

OFFICE OF THE VICTORIA WARDER LINEARY, ONE., June 17 1897. Lindsay Markets

ı	Tyte do do	0 68	to	0 6
I	Spring do do	0 68	60	0 8
K	Gloose do do	0 00	10	0 5
ı	Flour, new process straight roller	8 10 8 05	10	2 5
ł	Flour, mixed, roll	40	*0	
ı	Btrong bakers.	9 85	10	
ı	Clear Chen per 100 lbs.	1 00	to	î
ı	Oot meel per 90 lbs. Rolled	1 48	to	16
ı	Barley Wo. 1 per bushel	0 20	to	0 9
ı	Barley, No. 2 per bushel	0 00	to	0 5
ı	Barley, No. 8x per bushel	00	to	0 9
ı	Barley, Mo. 8 2-rowed per bushel	00	to	0 5
ı	Peas, Mummy	0 40	1 80	0
l	Oorn meal, per 100 lbs	0 90	50	0
ı	Peas, small Prince Albert	000	14	6
ı	Oats, do	0 90	150	6
ı	Buckwheat	25	to	ě i
ı	Potatoes per bag	0 4	5 to	0
ı	Butter per b Butter Tub or Firkin per lb	0 13	3 to	Ö
ı	Butter Tub or Firkin per lb	01	0 to	0
ı	Lard per lb	0 08	to	0
ı	Lard per lb	8 0	Oto	5
ţ.	Eggs, per dozen	0 0	8 to	0
ı	Turkeys	0 0	90	0
ł	Boot	0 00	60	0
ı	DucksChickens, per pair	0 90	100	9
I	Chickens, per pair	1 1/	S to	4
ı	Straw, perioad.	9 00	to	9
ı	Wool.	0 17	to 1	0
۱	Hides	5 GC) to	6
ı	Wood	2 0	0 to	4
ł	Bacon per lb	00 1	0 to	0
I	Mess Pork, per bbl.;	5 00	to	16
ı	Hay per ton	70	6 to	8
1	Dressed Mogs, per100 bs	5 5	0 50	5
ı	Live Rogs, " "	6 0	0 50	0
ı	Byo	50	60	ŏ
ı	Bran per ows	O BE	to	ě
1	S OFTE POT CWE	0.5	0 to	ŏ
1	Characters nelts	0.5	0 to	0
ı	Flav seed per 100	1 5	e to	2
1	Red Clover	4 0	0 to	5
1	Alsiko	8 0	0 to	
1	Timothy Seed, per bush	1 5	0 to	8
۱	Hidds			
ı	Perk sides, 5 to 60, per lb.			
١	Toronto			
ı	TORONTO ONT., June	17.	18	97
١	Wheat white per hush 00	78	to I	80
١	Wheat, red, per bush-	72	to	0
۱	Wheat, white, per bush on the wheat, red, per bush on the wheat, goose, per bush on the wheat, goose, per bush on the whole wheat where we will be with the whole wheat white, per bush on the whole white, white, per bush on the whole white, per bush on the whole white, white, per bush on the whole white, white, white, per bush on the whole white, white, per bush on the whole white, per bush on the white, per bush on the whole white, white, per bush on the whole white, white, per bush on the whole white, whit	32	to	0

Glover	3	50 to 00 to 00 to 50 to	2 5 4 9
sardes' o so oo' ber to'			
Toronto Toronto Ony.,	Inne 12	. 15	207
	80 78	to	
at, white, per bush	0 72	to	0
at, goose, per bush	0 62	to	0
per bush	0 24	10	0
per bush	0 45	to	0
per bush	0 81	to	0
kwheat, per bush	0 32	to	0
ks. per pair	0 60	to	0
ke, per pairkens, per pair	0 40	to	0
ton in 1 lb wolle	0 08	to	ŏ
er, in 1 lb. rolls.	0 09	to	0
ons, per bush	1 00	to	
stoes, per bag	0 80	to	
nos, per bag	0 00	to	
m, per bag	0 40 0 00 0 40	to	:
mips, per bag	0 00	to	-
per ton.	11 00	to	1
w, sheef.;	8 00	to to	
, hinds	0 04	to	0
fores	0 02	to	
, caroase per lb.	0 06	to	00
b, carcase, lb	0 04	to	6
	Billion States	-	
Toronto Cattle Me	rket		
ows, each or a measure of	10 00		50
rport cattle, per cwt	8 50		75
stohers' good cattle, gwt	2 00		25

CARPETS and HOUSE-**FURNISHINGS**

Hemp Carpe ts Union Carpets Wool Carpets Tapestry Carpets Brussels Carpets Moquette Carpets Canadian and English | Working Suits Oilcloths and Linoleums

and grades

CLOTHING AND HATS

Men's Suits Boys' Suits Youths' Suits Children's Suits **Business Suits** Bicycle Suits Wedding Suits Summer Suits Cottonade Suits In all widths, coloring And Suits for Every body

A MOST COMPLETE RANGE OF

Hard and Soft Hats for Men Youths and Boys Bicycle Caps, Boating Caps, Base-ball Caps and Caps for Large and Small Heads

You'll require CARPETS, CURTAINS and BLINDS at an early date. Look over Our Assortment. LEARN OUR PRICES. It will probably be an advantage to you.

Lindsay's Leader of Low Cash Prices Dry Goods House. A Friendly Word.

Several newspaper publishers have for some years regularly sued in division courts all overdue accounts. Their reports are favorable to the plan, for their readers though at first annoyed admit it is only fair.

A large number of WARDER accounts are therefore being placed in the hands of our solicitors for immediate collection. We are loth to resort to such a course, but it seems the only way of getting what is due us.

Some are in arrears from oversight, some from other causes, but none should feel offended at being sued.

Kindly save costs by remitting the amount of your account at once, by post-office order or registered letter, to

Wanted—An Idea of some simple of some simple protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., Patent Attorneys, Washington, D. C., for their \$1,800 prise offer and list of two hundred inventions wanted.

Farm tor Sale.

The undersigned will sell on easy terms, lot number, concession 12, Township of Somerville. For particulars apply to the undersigned, or to B. S. FROST, L.D., Kinmount. ROBERT J. STEPHENSON,

Rinmount P.O., Executor of Estate of

Robert Gardiner, deceased

March 18, 1897.—87-tf.

Lindsay, Haliburton and Matta-wa Rallway Company.

Wa Railwa.

Notice is hereby given that application will be made to the Parliament of Canada, at its present assion, for an Act to extend the times limited for the commencement and completion of the Lindsay, Haliburton and Mattawa Railway.

S. HUGHES, President.

Lindsay, 5th April, 1897.-91-10.



EVERY

Person contemplating buying a wheel will do well to inspect our wheels. We have not been in the bicycle business 17 years without learning the best points in the construction of a wheel.

BICYCLE

is like other things. It may be shoddy. We value our reputation PLASTER PARIS. too highly to handle such goods. We handle only Honest bicycles at Honest prices. It will pay you to get our prices. Every wheel sold

GUARANTEED

by a reliable manufacturer and we will see that your wheel gives you

J. RIGG., TELEPHONES—Office, No. 77. No. 6 Kent St., Lindsay.

ONE HONEST MAN.

Please inform your readers that if written to confication of the plan as a sealed envelope the plan as the plan as

indness."

"Heaven grant you a .ong and prosperous life, is he wish of a cured friend."

"Judge of my surprise to receive a kind letter so valuable advice, absolutely free."

"It is the first advertisement I have answered hat did not ask me to call at the Express Office and y for medicines that I had not ordered."

"I am happy to say that you are truly an Honest Man and deserve the endorsement of both Pulpit and Press."

In conclusion: I have nothing to sell, and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness Perfect secrecy assured. Address with stamp:

"MR. WM. T. MULFORD, Agents' Supplies. MR. WM. T. MULFORD, Agents' Supplies

Forced Sale of Alexander Bry. son Estate

Offers will be received for the purchase of the East Half on Lot No. 6 in the rst Concession of the Township of Ops in the County of Victoria, 100 acres more or less, Frame Barn, Stone Foundation, Comfortable House, good soil, rented for \$175.00 a year. A chance for a bargain, as the estate must be wound up.

G. H. HOPKINS,

Vandor's Solicitor.

April 17, 1897. -92-4.

have a large supply of first class

BINDER TWINE for sale this season at their

STOREHOUSE, CORNER LINDSAY AND KING STREETS,

at right prices.

WINDSOR SALT Specially prepared for charge and butter making. In paper lined strels or 50 lbs. duck sacks.

BEST CEMENTS, Portland and Hydraulic.

Best Brands. Boors, Sash. Houldings

and other inside finish. Rough and Bressed Lumber, Shingles, Posts, etc.

Cara We teach you to ride at the Rink. Egg, Stove, Nut and Blacksmith,

G. H. M. BAKER, Agent

They Don't Throw Mud.

> An important feature of the Electric Tire that is not generally recognized, is the fact that the construction of the herring bone tread is of such a pattern that the usual suction found in other tires is broken and it is impossible to throw mud. When the rider of the Electric Tires strikes a wet, slippery road or pavement, he does not suffer mental torments, but watches the other fellow get the streak of mud up his back as he slips and slides along. The Electric Tire is a boon to cycling humanity, for it renders it possible for the righteous as well as the wicked to ride in slippery places. Go thou and do likewise.



JOS. RIGGS,

AGENT, LINDSAY.