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### LECTURE ON GOOD ROADS

Commissioner A. W. Campbell Addresses a Representative Audience at Oakwood

**THE REEVES IN THE CHAIR—TWO SYSTEMS OF KEEPING ROADS UP—ROAD-MAKING MACHINERY IS NEEDED—APPOINTMENT OVERSEER—IMPORTANCE OF DRAINING—MATERIAL FOR ROADS—CULVERTS**

Reeve Stacey presided over a meeting at the town hall, Oakwood, on Thursday afternoon of last week. It was a meeting about half a hundred representatives of the township of Mariposa. The commissioners Campbell expounded the doctrine of better highways and laid down the ways which means whereby they should be secured. On motion Mr. Geo. Graham the reeve was voted to the chair and briefly explained that there was no particular scheme of road-building before the township nor were any large outlay contemplated but they were anxious to learn the most approved methods of making and maintaining the roads. For this purpose they had asked Mr. Campbell to come to Oakwood and that in view they would listen to him while he spoke.

Mr. Campbell—The roads and by what means to make and maintain them are of increasing importance to every municipality. It is only natural that you should want your roads to keep pace in improvement with your private property. The intention of the government is to lay down any hard and fast rules that municipalities must go by, but merely to indicate some system by which permanent uniform roads can be secured. To do this the people are being called together to discuss this subject and receive information that experience may have gathered us to give them.

**THE STATUTE LABOR**  
We are not carrying on a crusade against the statute labor system. I spent years as overseer under that system and there is anybody who has sympathy with a pathmaster or understands his difficulties I am that man. No other system has done the work that statute labor has. When the country was new it was a great thing when the people stood side and side and chopped out the concession lines so that they could go to and fro. For years when money was still scarce some united effort kept these roads in condition so that they answered the purpose of travel. In these days the spirit of the statute labor system was lived up to, people saw the advantage of making roads and having leader, and they worked hard on the roads as on their own farms. They did marvelous work in these early times. But as the settlements increased more roads were needed; the roads got smaller and there were more people until it has got that almost every farmer thinks the work ought to be done at his gate. The result is that large sums of money are spent in patching up little year with very little permanent construction.

**PLANS DIFFER**  
Through about 750 municipalities and almost as many different ways of making roads and spending money. In Mariposa you have 92 beats and the same number of pathmasters. Likely you have more than many kinds of road-building. This is not due to ignorance on the part of these men. There are plenty of those who know as much about building roads as I do. It does not require any amount of engineering skill either, unless you cannot carry on any undertaking unless you have a definite plan according to which the work must be done and the money expended.

Now I find that you do about 4,163 days of statute labor every year. In the past year you have done some 39,000 days of this. The council makes a yearly grant. I see that in 1897 its grant was \$2000. It was less last year I believe. Putting together your labor and the money expended you could, if you adopted a definite system, macadamize every one of the leading roads in your township. In the last ten years nearly 10 million days of work and over 35 million dollars of money have been expended on the roads and yet they have improved very little. After the roads are over the ground and seeing the amount of labor and money that if I were to macadamize and gravel every road in this township. It takes \$200 per cent of our tax bill to keep up the roads besides the labor. I tell you this is a great economic question affecting the interests of every ratepayer and yet there is no uniform system for the expenditure of money, but it is handled in the most extravagant and incompetent manner.

**THE BANNER TOWNSHIP.**  
I came here to this richest township in Canada with its magnificent farms and splendid buildings, I would think that the world study ways and means of making your road system keep pace with the excellence of your farms. In the last three years you have spent \$5000 on roads. At \$500 per mile that would build you about 100 miles of first-class roads. I believe you have only about 225 miles. With the expenditure of the same amount of money in the next five years you should have every rod of your roads macadamized. You have not done it because you cannot unless you adopt some system by which you will get the full benefit of your expenditure.

**TWO SYSTEMS.**  
Two methods are being adopted to carry

on the work of making good roads. One is to recognize the statute labor and put it on a better footing. In the other the statute labor is commuted at some fixed sum and the money spent under a competent man. The sum at which the work is commuted varies. It may be 50 cents, 75 cents or \$1.00 per day. The difference between the two plans is that in the first the work is done as before and in the second a money tax is substituted. After selecting either plan it is necessary to proceed according to a uniform system. In the first place the beats should each contain five miles, not in a straight line, but including the side roads with say two miles of the main road. Make a plan of the roads, classify them into leading roads, side lines and those used by only a few people. Have a plan for each. Let the first be marked on the plan at 24 feet wide, the second at 20 and the third at 18 from ditch to ditch. If you think other widths better choose them, only agree on some widths. Mark how high the grading is to be. We find that a 12 inch crown in a 24 foot road is about right. Mark these and all other particulars in your plans. Let each pathmaster have one. Select a man of good judgment for pathmaster and have him appointed year after year just as your clerk or treasurer so that he will have a chance to carry out his plans.

Coun. Geo. Graham—"What would you do if the people would not have him reappointed?"  
Mr. Campbell—"If they reject a good man there is not much hope for the roads in that section. You must have a thorough-going young man who will see to it that every ratepayer does a good days work. You know there are men who will shirk all they can and you don't want a pathmaster who will return their work as done when he knows it has not been. These same men often wait around the last meetings of council like vultures to get grants to repair the roads near their places that, but for their indolent dishonesty, would be in good condition. (applause). This sort of thing is an injustice to the honest ratepayers and the competent pathmasters must see that it does not exist."

**THAT DITCH**  
The same thing applies to township jobs. There are too many who want the money instead of the improvement. A request comes to council for a ditch. The representative from that part recommends it. He likely gets the contract. The ditch is to be two feet deep, three feet wide and the earth is to be nicely smoothed along the edges. He leaves it till fall; after a while he comes in and wants his cheque. You say the work has not been inspected. He contends it is well done and gets his pay. You go to see it and it is full of water, so you cant tell whether it is two or ten feet deep. He has deposited each scraper of earth by itself and left it there to show that he has been at work and that is what you have for your \$1 a foot for 100 feet on each side of the road or \$200.

Coun. Geo. Graham—"We have no such jobs as that in Mariposa."  
A voice—"Yes we have; we have had as bad jobs here as anywhere else."  
Mr. Campbell—"I noticed some of these gentlemen laughing suspiciously as they rate."

**DRAINING.**  
Coming back to the subject of a system I repeat have a good man for pathmaster and keep him year after year. The council should explain their duties to these men and assist them in every way they can. When they go to work they must start right. The wet places must be drained. The drains will be of three sorts. (1) Gutters for surface water, (2) common farm tile below the first belt, and (3) special drains on springy sections. There is no use dumping material in unless you have your foundation well drained. I have taken up roads where two and three feet of good material had been all churned up with the soil. Gravel is not to carry the load. The soil must do that; the gravel is merely to provide a smooth surface and one foot on a good foundation will last longer than two or three on undrained soil.

**GRADING.**  
To grade properly, modern implements are as necessary as self-binders are on the farm. A grading machine is a profitable investment. You should have a capable man to operate your grader. Some one who likes machinery and who is handy with it, for if it is not properly handled you may spoil your roads. Wherever the grader goes let that man go with it. Do not pass it around into new hands. Have two good teams of horses that are accustomed to the work, and let them go with the grader too. Green teams do less, and are a nuisance to the operator. Four horses that are used to it will do more than six green ones. Now many of your gravel roads are fairly solid, but have sunk until there is very little crown. The way to handle them is to put on the grader and cut away the soil at the sides. If the ditches are not wide enough to hold it, throw it beyond them, but whatever you do don't put it on the road. By cutting away the sides in that way you often do all that is necessary with a good gravel road.

Mr. Cameron—"Would a traction engine not be better than teams for drawing the grader?"  
Mr. Campbell—"They are used very successfully where they can be easily obtained."

**THE COST.**  
The teams and man will cost you \$6 a day, that is \$36 a week, and in six weeks that is \$216. That is not a large sum, but it would mean a great deal for your roads.

Your driver goes over the roads early in the season and gets an idea of what ought to be done. Then between the last of April and first of June, for five or six weeks, he is busy. The ground is soft, and he can't at that time grade one beat after another until he has done say 30 miles. At this point a question arose as to which is the best grader, but Mr. Campbell declined to express an opinion on the subject.

**MATERIAL**  
Continuing Mr. Campbell said: There is a difference of opinion about material. A good deal of very expensive gravel is used. Clerks have showed me records of money spent year after year for gravel taken from upland pits where boulders, sand, loam and gravel were all mixed together, and some townships have spent enough to cover their roads from ditch to ditch with the very best asphalt! The historic roads of France and England are less expensive in the long run than are roads in Ontario. We are busy repairing roads that have never been made. Gravel mixed with loam and sand is ruinous. If you can get clean gravel it will make a good road, but it is expensive. If you have stone in your locality get a crusher. I believe your county has bought one to be leased to the townships, you will get it for a small rental.

The chairman—"Fifty cents a day."  
Mr. Campbell—"You can crush from 12 to 15 cords a day; that is from 60 to 75 loads. Buy the stone in winter and have them delivered on the roadside in piles. People may do their statute labor that way. Make your road and then put on the four sizes of stone. Borrow a roller if you can, and you can roll a foot of material down to ten inches of almost solid stone. That road will carry any load you can put on it. Make a piece every year, and in ten years the leading roads will be good. This will not cost you any more than hauling gravel long distances. Your overseer will require every man to draw the proper number of loads of a proper size—a yard and a half, not a wheel barrow and a half as now sometimes—so that more is done and it is fair to all. Men can't come out then with no end boards on their box."

Mr. A. Voice—"And only two rails on the side. (laughter)."  
Mr. Campbell—"Oh, not that bad I guess."  
Mr. A. Voice—"Yes they do. We seen them."

**CULVERTS**  
I will say a few words about culverts. On natural water-courses they must be permanent, and if not substantially made will be a constant expense. When good cedar was plentiful it was not a serious matter to replace a wooden culvert, but now it is scarce and a more lasting material must be used, or else culverts will be a permanent tax against your farms. Stone and cement tile and tile centuries. Put down cement tile and it will be permanent. These can be made in your own gravel pit. Get the spring steel moulds that are made in Toronto, and with a supply of gravel and cement you can make as many as you like very cheaply. The proportions of gravel and cement are one to four. In a couple of hours it will set, and in two weeks it will be ready to use.

Mr. W. Parkinson—"What will that sort of tile cost?"  
Mr. Campbell—"A 15-inch tile costs about 50 cents per foot."  
Mr. W. Channon—"Will they stand the frost?"  
Mr. Campbell—"They seem to where they are in use."  
Mr. Washington—"There is one across the road near my place that was frozen solid when full of water last winter. We can see the result."

**NARROW TIRES.**  
We could save from two to three million dollars a year in Canada by the use of wide tires. In England and other European countries they are from 4 to 10 inches wide by statute. Such tires keep the roads rolled and the heavier the loads the better the rolling.

Mr. W. Channon—"Do you know of any townships where a commissioner has charge of all the roads?"  
Mr. Campbell—"There are numbers; at present I think of Monaghan, North and South, Walsingham, Bertie and Winchester."

The Chairman—"How many in each?"  
Mr. Campbell—"There is a pathmaster over every five miles and a commissioner over the whole township. He gets \$100."  
Mr. Tinney—"Is there any place where wide tires are required by law?"  
Mr. Campbell—"Not as yet, although several recommendations and petitions have been received by the government. Whether you choose to retain the statute labor or to commute it to a money tax makes little difference for the work is done by the people in the both cases. They will get a check for their work if the tax system is adopted and that cheque will pay the tax, so it amounts to the same thing in the end. The main point is to have a uniform system to get good work and good roads."

—Mr. Wm. Reynolds of Anson township had two lambs carried away on Friday of last week by wolves.

—The Victoria Telephone Co. are preparing to erect the poles to connect Canning town with Sutton. Other parts of the route will be pushed along rapidly.

—Last week a Mr. Geo. Kerr of Manvers was arrested on a warrant for forging several notes amounting in all to nearly \$700. The case was remanded from time to time until Monday last when it was settled satisfactorily and the prisoner discharged.

### District Happenings

—The Saint Catharines correspondent of the University Times says that Mr. Louis O'Leary of that place has a pet ewe. She had twins. She took one and turned the other over to Louis. He being a very kind hearted man determined to do all he could for the poor little orphan; so he bought a load of straw, fed the lamb and left. One of the neighbors heard of the case, and knowing no more about lambs than Louis did, he told him he ought to feed it on beef; this Louis did but the lamb would have nothing to do with it. Louis became alarmed, tried pork but it was all of no use. He was then advised to try milk which he did and was astounded at the result. For as he says, how could that lamb tell the difference between straw and milk. It is a very intelligent lamb and calls Louis, 'ma' already.

—Eugene Elliott, the 14 year old youth who is charged with the murder of old man Murray at Beaverton a year ago, will stand his trial at Whitby on May 22. He will be defended by Barrister Godson of Beaverton. It is claimed that evidence will be produced tracing him to the old man's house on the day of the murder; and it will also be shown that he admitted possession of the victim's key and pocket-book, and that he was seen coming from the house with blood on his hands. Elliott comes of a bad family. Recently two of his brothers, both of whom are yet under twenty, were arrested for assaulting and almost killing an old man named Sidney Brown. The elder of the two, John Elliott, was sentenced to six months in the Central prison, and was taken there last week. The younger, Chas. Elliott, was allowed to go on suspended sentence.

—The affairs of the insolvent firm of J. C. & G. D. Warrington, cheese importers of Montreal, were up before the English bankruptcy court last week. The judge before whom the case was heard stated that the accounts were not in proper form, and that he must insist upon having a statement in which the accounts of all the different houses were treated as one and not as distinct firms. The case was then adjourned until May 10th in order that this could be done. J. C. Warrington presented a statement of the affairs of the Montreal houses, which showed unsecured liabilities of £12,644 6s. 9d.; debts fully secured, £177,729 19s.; contingent or other liabilities not expected to rank, £26,295 7s. 4d.; assets, £26,172 18s. 8d., showing an estimated surplus of £13,528 11s. 11d., subject to realization. A statement was also filed by G. D. Warrington in connection with the London and Liverpool houses, which showed total liabilities of £38,007 18s. 3d., of which £10,941 9s. 9d. were unsecured; and assets estimated at £1,530 12s. 11d. From accounts received it appeared that certain creditors were scheduled at Montreal whose names did not appear in the accounts filed in court. It would seem that a surplus of £13,250 was claimed, and that the unsecured liabilities were returned at £12,644 only, whereas, according to the statement of the curator in Montreal, it would seem that profits representing approximately about £35,000 had been made.

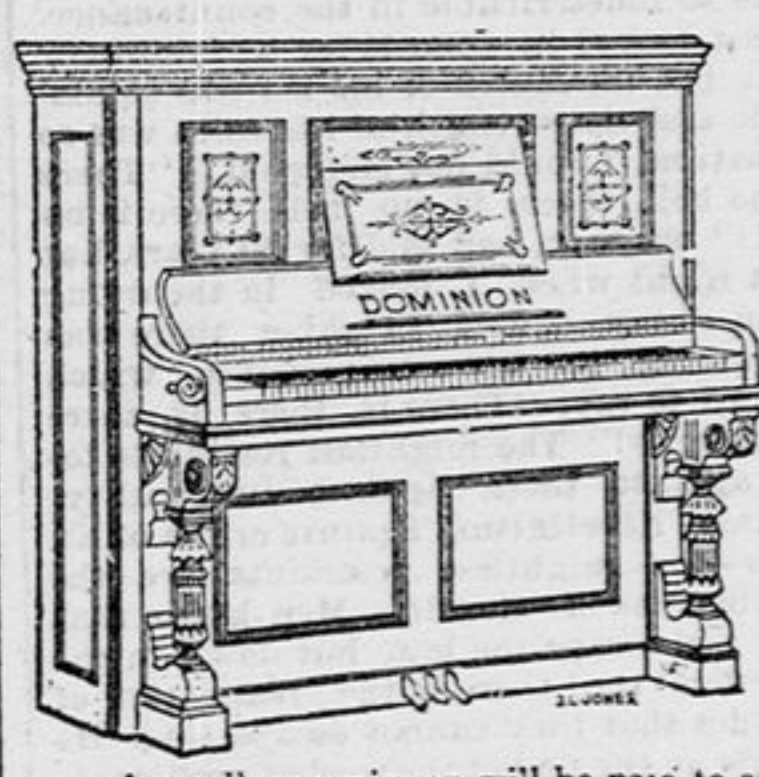
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