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DR. McCULLOUGH, of Peterborough, will visit Lindsay every Wednesday at the Simpson House. Hours 2 to 4 p.m. Consultation in Eye, Ear, Throat and Nose Diseases.—14

DR. WHITE, graduate of Toronto University Medical Faculty, also graduate of Trinity University, Toronto, and member of College of Physicians and Surgeons, Ontario. Office Lindsay-st. Telephone 107.
DR. A. GILLESPIE, C.A. and S.O. Office and residence corner of Lindsay and Russell-sts. Licentiate of Royal College Physicians and Surgeons, Edinburgh. Licentiate of Midwifery, Edinburgh. Special attention given to Midwifery and diseases of women. Telephone No. 98

DR. SIMPSON, physician. Office and residence, Russell-st., Lindsay second door west of York-st. Office hours, 9 a.m. to 10.30 a.m.; 1.30 p.m. to 3 p.m., and 7 to 8 p.m. Dr. J. Simpson, graduate of University of Toronto Medical College of Physicians and Surgeons, Ont. Late of Rockwood Asylum, Kingston, Grand Trunk Surgeon, Lindsay District.

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A BETTER SYSTEM THAN STATUTE LABOR

Parts of a Speech by Road Commissioner Campbell at Chicago.

Mr. A. W. Campbell, Provincial Road Commissioner, is known by name to most people in Ontario and personally to many. At the Chicago convention he delivered an address of which the following are some paragraphs:

We find as a general thing, that the roads throughout the different states, as is the case in the provinces of Canada, are being made and maintained very largely by what is commonly known as the statute labor system. Now, sir, I do not think we are here to-day for the purpose of trying to harrow the past, or to cast any reflection on the work that has been done. If there is a law or system that has ever inaugurated by the pioneer settlers of any country, which I believe has done great work, it is the labor tax or the statute labor law. That system was adopted at the time when the people had no money; when it was really the only system they could possibly adopt for the purpose of building their roads; but it was in those days when the statute labor system or the labor tax was properly expended, and the system was properly operated and the proper enthusiasm was put in the work; it was when the early settlers of this country had to cut down the trees, to grub the stump, to clear the swamps and to bridge the streams by their own labor and their own toil, without the assistance of a dollar of money, that the statute labor system was adopted, and in which it did its excellent work; but changed conditions demand changed requirements and changed treatment and for that reason at the present time, we do not believe that it is in the interest of this country that we should adopt some system which would be less cumbersome and which would tend to finish the splendid work which was so nobly commenced by the pioneer settlers of this part of this country. Statute labor or labor could be properly utilized by people in doing this pioneer work; but now, with the road allowances clear—these roads to some extent graded, and to some extent drained, requiring only that they should be properly formed and finished—we must get more system that will do this at a less expense and in a less cumbersome way; and in order to do that, I believe that the first step of your local organization should be to rid yourself of what is commonly known as the labor tax; and in order to do this it is very necessary to approach the subject in a very careful and in a very common place way.

These farmers and to a very large extent, the agricultural organizations feel largely that it is an interference on the part of the business and commercial men of the country to take any interest in that which affects particularly the farmers themselves, and if you attempt to discuss adversely their present methods, you reap the antagonism and the opposition of these people, and for that reason it will be almost impossible for you to ever carry out the good work of organization in these districts, but let us give the old system credit for what it has done and we would only be dealing fairly with it then, and let us go into the farmers' meeting; let us go into the agricultural meetings, the dairy meetings, and all such gatherings, talk to the people along those lines, tell them the excellent work they have done in the past; point out to them, however, that better results could now be produced by changing those methods and changing them possibly slowly by evolutionary measures, rather than by revolutionary measures, and in a very short time, it has been my experience, you will find that this antagonism will be changed into sympathy.

Now, then, understand me in this, that I believe at the present time, as I have stated, that the statute labor system, as a system, is as good a system as was ever designed and adopted by any country for pioneer work, and I think that the greatest opponent of that system to-day—I mean which is doing it the greatest injury—is the man who strives to uphold it and almost compelling it to do the work for which it never was designed. It never was designed for the purpose of graveling and macadamizing these roads, but you are asking it to do a work for which it is entirely incompetent, and in that way you are doing it the greatest possible injustice. In many sections in different parts of this country, no doubt you will find today that pathmasters go out and do their work as best they know how. Men working on these beats will do their work as faithfully and as honestly and as well as they possibly can under that system, but, unfortunately for those doing the work, and unfortunately for the municipality, that system has outgrown its usefulness. The labor and the money, which seems in the aggregate in the municipalities to be very large, is scattered and divided up among so many pathmasters so many beats that it is scattered over the whole road mileage, and nothing but inferior and shiftless work is being done or can be expected: the filling up of some ruts, the filling of some holes, the laying on of a few loads of gravel here and there involves a considerable expenditure, made up of small items, but in the aggregate is a very large amount, and for that reason I do think that the statute labor system should be set aside and a better system should be designed to take its place, and this will be one of your great works.

Now, sir, this is a simple question, as I say, the matter of road-making, it does not require or involve necessarily scientific knowledge or engineering skill, but it does require that we should have our systems so arranged so that the work will be done in every section of the district along well-defined lines. Now, see here: simple as the problem is what does it mean? They say to me—many farmers say to me: "The idea of your coming around here to tell us how to build roads. I know better how to fix a piece of road in front of my farm than you could possibly know, and what is the occasion or the necessity for any such an agitation as this?" Now that may be, but isn't it a funny thing, that particular farmer will tell you just how he would fix that road, and possibly his neighbor will tell you Jones don't know anything about roadmaking, and if he was going to fix it he would fix it an entirely different way; and many of our pathmasters this year lay down plans for the improvement of their roads and it appears almost as if next year the pathmasters who are appointed find it almost absolutely necessary in order that they should show their superior knowledge of roadmaking that they should go to work and undo largely the work that was done the year before. Take in the average municipality where you have one hundred pathmasters, all working along their own ideas, and in that municipality you just have about one hundred different methods of road building; and this is the curse of road building in this country: this is why money and labor are wasted and misapplied. One pathmaster or road overseer contends that a road should be narrow, and make it fifteen feet, the next man twenty, the next man thirty, the next man fifty; and I have had men say the trouble was the roadbeds were not graded enough, and he would grade the road from fence to fence. And these different grades are to be seen on the same road requiring the same treatment under the same conditions. I believe we should organize these forces; that the local or state organizations should direct the municipal organizations, and the municipal organizations should lay down a proper plan; that proper plan should be first, that the council prepare a rough plan of the county, showing all the rough roads in that county; then the council should specify the widths of these roads. If one-third of the roads are leading roads then they should be made we will say twenty-six feet in width. The next class of roads are simply laterals leading into these main roads. They don't require to be made so wide in grade and they should be made possibly twenty feet, and the next class be made eighteen feet. If these widths are the opinion of this council and their expert, or the man in charge of the roads, or commissioner, then I say these widths should be laid down upon that plan, should be embodied in that specification, and from that time forward these widths should be adhered to. We should get rid of speculation on the part of different overseers. Then, sir, I believe that municipality should employ one man to act as road commissioner for the municipality. He should be a man such as I have specified, who has some knowledge of roadmaking, and it should be his business in the spring of the year to go out and report upon the condition of all the roads, and make his report on what roads should be graded, what drainage should be done, what culvert should be fixed and rebuilt, and bring that report and lay it before the council, the executive body of the municipality. That council should then look it over and approve of that report and then they should send the commissioner out to see that the work is carried out.

MISERY AND HEALTH

A Story of Deep Interest to all Women
RELATING THE SUFFERINGS OF A LADY WHO HAS EXPERIENCED THE AGONIES THAT AFFLICT SO MANY OF HER SEX—PASSED THROUGH FOUR OPERATIONS WITHOUT BENEFIT.

Throughout Canada there are thousands and thousands of women who undergo daily pains—sometimes bordering on agony—such as only women can endure in uncomplaining silence. To such the story of Mrs. Frank Evans, of 33 Frontenac street, Montreal, will bring hope and joy, health and certain release from pain. Mrs. Evans says: "I feel that I ought to say a good word for Dr. Williams' Pink Pills, in the hope that my experience may be of benefit to some other suffering woman. I am some twenty-three years of age, and since my eleventh year I have suffered far more than my share of agony from the ailments that afflict my sex. At the age of sixteen the trouble had grown so bad that I had to undergo an operation in the Montreal General Hospital. This did not cure me and a little later I had to undergo another operation. From this I received some benefit but was not wholly cured, and I continued to suffer from pains in the abdomen and bilious headache. A few years later, having removed with my husband to Halifax, I was again suffering terribly and was taken to the general hospital where another operation was performed. This gave me relief for two or three months, and again the old trouble came on, and I would suffer for days at a time and nothing seemed to relieve the pain. In February, 1899, I was again obliged to go to the hospital and underwent a fourth operation. Even this did not help me and as the chloroform administered during the operation affected my heart, I would not permit a further operation, and was taken home still a great sufferer. In 1899 I was advised to try Dr. Williams' Pink Pills, and decided to do so. I have used the pills for several months and have found more relief from them than from the four operations which I passed through, and I warmly recommend them to all women suffering from the ailments that afflict my sex."

Writing under a later date Mrs. Evans says: "I am glad to be able to tell you that not only has the great improvement which Dr. Williams' Pink Pills effected in my condition continued, but I am now perfectly well. I had given up all hope when I began using the pills, but they have restored me to such health as I have not before known for years. I feel so grateful for what your medicine has done for me that I gladly give you permission to publish my letters in the hope that other women will follow my example and find health and strength and new happiness through the use of Dr. Williams' Pink Pills."

No discovery in medicine in modern times has proved such a blessing to women as Dr. Williams' Pink Pills. They act directly on the blood and nerves, invigorate the body, regulate the functions and restore health and strength to the exhausted patient when every effort of the physician proves unavailing. Other so-called tonics are mere imitations of these pills and should be refused. The genuine bear the full name, "Dr. Williams' Pink Pills for Pale People" on the wrapper around each box. They are sold by all dealers in medicine or can be had post paid at 50 cents a box or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

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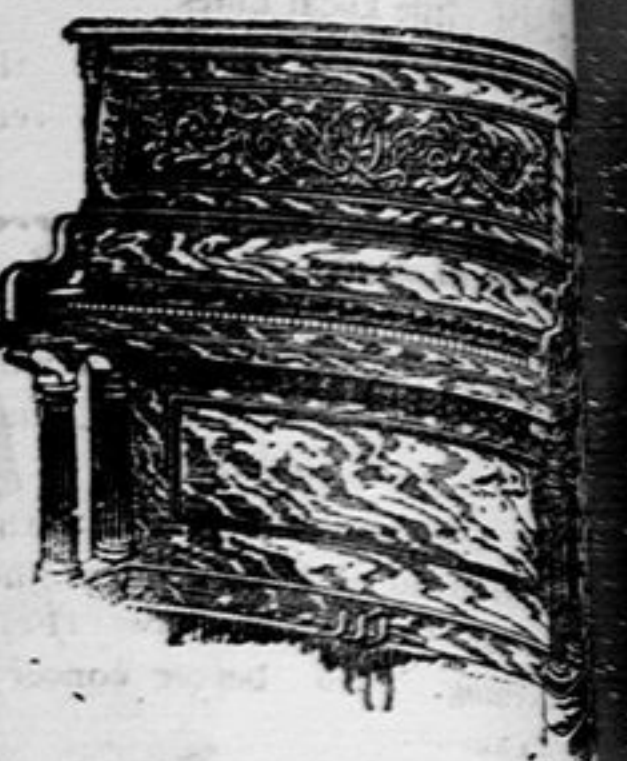
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