Want a House?

or repaired this summer? Now is the time to decide what you want and get ready. I will be most happy to give you estimates and any other assisttance that lies in my power. Call and talk it over with me.

My New Dry Kiln

approved lines. No warping or split ting possible when lumber is dried in my Kiln. Many of the old-fashioned affairs designed years ago are almost

Don't throw any money away-call and get my prices.

J. P. RYLEY Factory near Wellington st. Bridge.

The Canadian Lost. LINDSAY, FRIDAY, JUNE 18, 1897.

The Agitation Given Start in This County.

VISIT OF ROAD INSTRUCTOR CAMPBELL

The County Council Urged to Buy Improved Road-Making Machinery.

TOWN ROADS AND ROAD-MAKERS ROUNDLY CONDEMNED,

A Shameful Waste of Money Perpetratman of the Board of Works, Pronounced Worse than Useless-Some Members of the Board "Know It All" and Can't be Taught-Citizens take Part in the Discussion and Declare for Good Roads and Better Methods- The Dawn of a New Era in Roadmaking."

That the visit of Mr. A. W. Campbell, provincial road instructor, will be productive of good and lasting results is the unanimous opinion of all who had the pleasure of hearing his able addresses on a width of 8 ft. Oaly leading roads regood roads last week before the county and town councils. They were model discourses, and conveyed information that it on the road. will be worth thousands of dollars to the municipalities in this county if acted upon and the methods advocated are followed, as they doubtless will be. The appointment of a specialist in road making by the government of this progressive province is endorsed by men of all shades of] opinion, and in selecting Mr. A. W. Camp- result if the earth was shovelled back bell, C.E., to fill the position a happy choice i has been made. Although a young man eight years' engagement as town engineer. | soil. To day the roads of that city serve as Mr. Campbell's opinions are entitled to be

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Drawers from 25c

received with great weight. At 2:30 Thursday Mr. Campbell appeared and a number of leading citizens in the spring. Each township had four graders cperation. In Lindsay six of the councilcounty council chamber at the court house. He was introduced by Dr. Wood, warden, who said he had been invited here to tell shem something about good roads, of but they were capable of surprising work. which the county stood badly in need,

Mr. Campbell said he regretted that he and found it unsuitable. the scheme as outlined by Mr. Graham, as | according to the methods advocated by he would then know what pertion of the him, as his instructions had not been great subject of road making he sh uld fally carried out.

Mr. Graham explained that the county acheme-Mr. Campbell had been invited to address them in order that they might possibly come to some arrangement. His own idea was that the two corporations should agree to purchase some of the modern readmaking machinery, but they would like some advice regarding the soil the county to purchase such machinery sion for it and blame where it was and lean it to the different municipalities, deserved. the county to engage the skilled help and the corporations to pay the bare cost of the men while using the machines? The such machinery, and it might be wise for the county to do so. Oa his trip to Bobcaygeon the day following, Mr. Campbell, by passing over the roads of Ops and Verulam, would gain a fair idea of the condition of the other roads throughout the county, and might be able to give them further advice at some future date. Mr. Campbell said he was glad to learn that the question of better roads had been under serious consideration along the line referred to by Mr. Graham-he frequently observed it was almost a waste of time to discuss improved roadmaking with the people of some municipalities. He also found that very often road improvement is looked upon as a mere question of more money-that unless there

was plenty of the latter it was useless to think of bettering the roads. There was an impression in the minds of many that country roads were built by statute labor, but is it not a fact that large money grants are made by nearly every rural municipality? In the last 10 years, according to the returns fornished the government, nearly \$35,000,000 had been spent on the roads of the province, in addition to 10,000,000 days' statute labor. The expenditure of this enormous sum should have produced better roads than pended in ten years and guarantee to macadamize every road in the province. The making of good roads depended largely upon the implements used. Drain-

Where plenty of field stone can be had it years with out little cost for repairs.

To attain the best results there must be stone crysher available. In some muni
stone crysher available. In some munishould be used, and it can be so applied that roads will not rut and will wear for years with but little cost for repairs. a stone crusher available. In some muni- years,

cipalities there is no stone to be had, and the road metal has to be broken elsewhere and carted into the district, but in the townships surrounding Lindsay field stone might be collected in large heaps at vari-Or any other building put up, enlarged most needed. The machine reduced the stone to four sizes; first, a layer of the coarser metal was laid down, then the next largest, and so on, and over the top course a layer of stone dust. Then by years. using a heavy roller the dressing, say a foot in depth, would be compressed to about nine inches, the cubical fragments of rock would unite closely, the stone dust would fill up the small interstices, and a roadbed would be formed that would be permeable to water if properly crowned. If good roads were desired he falled to see how the county could manage without a Is a daisy, being built on the latest | crusher and roller-it would be about as sensible for the farmer to try and get

along without a self-binder. The constant spreading of gravel meant a continual waste without any good results accruing. For the encouragement of his hearers he would say that at first he had been compelled to pursue a similar policy in St. Thomas—the council scattered their money over all roads instead of doing per-manent work, but he had at last convinced

In the interest of true economy Mr Campbell said he would advise the people of the county to construct their roads according to a proper plan, and spend whatever money they had to spend in such a way that the roads treated might become part of a system. He had followed his plan of road building for eight years with grand success, but he merely urged that they should adopt some plan that had been well tried and tested. In every branch of construction permanency was the great essential, but our roads are too often an exception to the rule-many municipalities are pursuing the same methods of road making as were followed by the pioneers of 100 years ago, and the work is not being done with the same

Some municipalities unable to supply with the owners of one or more steam threshers, who crushed the stons for as low as \$1 per cord, the townships furnish ing some of the labor required; sometimes two townships purchased the machinery in common, and in other cases the county be brought about by the people. In some in price in a few years. A great many

council of Lindsay to build a block or so of permanent road yearly if they had not the money to engage in the work more extensively; in a few years a system of good roads would be the result, but if the present methods were persisted in thousands of dollars would be spent with nothing to show for it in the end. Good roads would be needed as long as the town existed and as long as there were farmers in the township?.

no doubt result in great good, and possibly ed Yearly - The Methods of Reeve lead to decisive action in the near future. Touchburn, for Eight Years Chair- At the public meeting to be held in the town hall in the evening he would enter into the subject more deeply, and would | theories and fancies there were probably refer to statute labor and other matters bearing upon the question of good roads. Mr. Campbell in concluding said he would be pleased to answer any questions that might throw needed light on the subject under consideration. In answer to a number of queries be gave the following explanations: A 12 h.p. engine is usually employed to

operate a stone crusher. A crusher could treat from 12 to 14 cords of stone per day, and one cord would metal 21 feet of road to a dep h of 12 inches and quired that depth of metal. The ordinary

Mr. W. M. Robson er quired if, in treating a springy section of road, it would not be well to run a drain down the centre. Mr. Campbell said he would advise placing tile on the sides in all cases, but the trenches should be filled in with stone, gravel or some other porous material in order that the water might be able to reach the tile; very little good would the water.

Mr. Robson next icquired as to he has had great experience, and became | utility of grading machines, adding that prominent as a result of the good work | the town owned one, but it was claimed it done by him in S. Thomas curing his would not work owing to the nature of the tion on the subject of roadmaking, but all

Mr. Campbell answered that he thought models for ousside municipalities, here; the soil here was much like that in E sex and Kent townships; there it was found that graders could not be used after the soil had become baked under the suns before the members of the county council rays, and they went to work early in the -one for each ward. Of course if the soil was very stony it would be very difficult to use a grading machine to advantage,

the county and the metal used on them, in the good roads agitation. He had those met with elsewhere. He had of the money spent on the streets of then available, but the trouble was that against good roads, but there was little or been told the county council contemplated | Lindsay was wasted. He would like to purchasing some improved road machinery add also that he would not wish Mr. under an arrangement with the town and | Campbell's system of roadmaking to be judged by certain pieces of road alleged to going farther to understand something of have been built by the board of works

> Mr. Grabam said Mayor Smyth would show Mr. Campbell about the town and roadway so that he would be able to form an intelligent opinion of what was being

ing-he had no intention of saying things intended merely to tickle the self-esteem and the metal to be dealt with in the mak- of those in charge of road-building, but probably the mud is carted off and more ing of good reads. Would it be wise for | would give praise where there was occa- gravel or stone put on, in the hope of

To Mr. Fox, Mr. Campbell said the be continued for ever without securing broken stone dressing for a mile of road good roads. would cost about \$320, exclusive of cost of It was a very serious question and municipalities are not able to purchase hauling the material; that sum would should be discussed in a business-like metal a roadway 8 ft. in width and 12 wav; the money thus spent was abstract-

dered Mr. Campbell. In his reply Mr. C. and in these hard times there is little said he had visited over 150 municipalities | money to spare and should be none to during the past year in the interest of | throw away; an effort should be made to good roads, and had invitations from 20 | get value for every dollar laid out. county councils to attend the June sessions, but had been obliged to decline them | made before the county council in the all, as he promised County Clerk Matchett afternoon to macadamize every road last winter to visit Lindsay. Smyth and Messrs. Burrows, Gillogly, Robson and Touchburn, of the board of works, to take a drive about town and

view the roads and work in progress. How to Raise Money for Roads. It was suggested by a number of citizens at the close of the meeting Thursday week | he felt inclined to believe that the town held by the commissioner of roads, Mr. before our readers a statement of the the council should lay down a plan and amount that could be raised by way of classify the streets. The main streets debentures if a part of the present road allowance was set aside from year to year bear the entire traffic of the surrounding to pay the interest and sinking fund. We country, and the portions in the centre of have had the following statement prepar- the town should be macadamized after an ed. The calculations have been somewhat approved plan from sidewalk so sidewalk, we have. He had made a careful asti- hurriedly made, but we expect that they say a width of 24 ft. and a depth of 12 ft., mate, and could say that he would be will be found to be correct. We have streets of the second class, 20 to 22 ft., and willing to take the \$45,000,000 thus ex- taken that one thousand dollars is the those used principally by delivery carts sum set aside to pay interest and provide and carriages, a width of 16 or 18 ft. Then a sinking fund; if five hundred dollars | the portions of the main streets leading to were set aside then only haif the amounts could be raised, and if two thousand age was of course one of the first principles | dollars were set aside double the amounts -it was absolutely necessary to provide a | could be raised. We have had one thoudry and unyielding foundation; then clean | sand dollars taken as the yearly sum to be set aside, in the belief that it was the they must be followed as faithfully as the that the surface will shed the water to the easiest sum from which other calculations | rules for cheese making. The first princisides. If dirty gravel is used—such as comes from the ordinary gravel pit, mixed statements prepared for three different tant that a dry foundation should be statements prepared for a road soil—the readbed will look. with turf and soil—the readbed will look periods of time. In the first statement secured for a road as for a house. How outlet should be determined before the all right in dry weather, but as soon as the rate of interest has been taken as 4 was this to be attained? He would advise ditches were constructed. The pathmaster the rain set in the road becomes soft, the per cent., and the periods over which the placing common four inch tile below the placed in charge of five mile sections in stones sink in the wet soil, and the dis- debentures would run as ten, fifteen and gutter on each side of the road in order to some of the front townships make a trip

Statement No. 2, Rate 43 per cent. Amount that could be raised at present time, \$7,912.80, debentures issued for 10 years; \$10,739 56, 15 years; \$13,007.96, 20

Statement No. 3, Rate 5 per cent. Amount that could be raised at present time, \$7,721.76, debentures issued for 10 years; \$10,365,22, 15 years; \$12,450,89, 20

Thursday Evening's Meeting. The evening meeting had been announced to take place in the town hall, but as only about 50 persons had gathered at 8 as smooth as a table and absolutely im- o'clock it was feared that the delay in placed in the gravel pit. After the reissuing posters had been fatal and that the crowd could easily be accommodated unite the cubical fragments so firmly that in the council chamber. Thanks to free an almost solid; rock roadway would be advertising given by the papers, however, formed. Then a rain would merely wash the citizens began to flock in during the the road, clean instead of transforming course of Mayor Smyth's introductory them into a bog-like condition. The crown remarks, and when he concluded the of the road should be about a foot higher chamber was crowded to the doors, the than the sides to shed the water properly majority of the leading citizens of the —they should not make the sides higher town being present. It is to be regretted than the middle, nor the ditches higher that more attention was not paid to announcing the address by means of large posters or an advertisement placed for a (Laughter). A street made after the plan few issues in the three papers; every rate-payer in the town should have been pres-ent to hear the forceful, trenchant and

The question the citizens would no impressive utterances of Mr. Campbell on | doubt wish answered was "Have we the the subject of good roads in general and the method of road-making followed in Lindsay in particular. Time and again very bad streets, and surely there should be some for cood roads. (Applement) applause broke forth, and the audience be some for good roads. (Applause). Even aptness of his criticisms.

to come to Lindsay and discuss the ques- squabbling among themselves, there would tion of good reads—he could not be every-where he was wanted, but liked to be where he was most needed. The subject be nothing to show for the money spent at the end of 50 years. (Applause). Mr. Campbell said he felt constrained to of road-making was a rather dry one, and say something about plank walks, the could not be made very entertaining, hence repair and maintenance of which constias a usual thing the attendance was small | tuted a very large item of municipal and comprised mainly the representative expenditure. A new walk is put down, progressive movement. At the outset he constant outlay and a risk of actions for thought it well to say that any change in damages owing to accidents occurring. sections there was a wrong impression towns are now putting down artificial loaned the machinery, as the Victoria entertained as to the object sought in advocating good roads—that it was a natural stone. Such a walk should at scheme to have fine roads constructed by experts at an excessive cost to the people. Barrie had put down a large area of that That was not the object-it was to excite | class of walk, and the town looked like public interest and promote the adoption a boy in a new suit, with its fine macof some scientific plan by which roads in adamized streets and stone walks, and town and county might be made smooth similar improvements in Lindsay would and permanent. If there was a class of men for whom he progress in all other respects.

entertained a great and tender sympathy it was the pathmasters in the rural municipalities. His hearers would know, but he presumed that probably 100 path-Earnest discussion of the subject would | masters had charge of the township roads, each being apportioned a small section to build or keep in repair. These men were not given a settled plan to pursue, and as a result of following their individual as many different kinds of roads as there were pathmasters. The care of the roads was the most important question with which township councils have to deal, and they should come into closer touch with | (Laughter). He felt sure the township the work. In all probability the work | people would be able to do good work done by pathmasters was in direct propor- with the machine, but he would advise tion to their facilities.

could not afford to throw stones at the streets if they felt any alarm lest he might township. Lindsay had the reputation injure the appearance of the main roadoutside of being a live business town; ways. (Applause and laughter) certainly the merchants appeared to be At this point Reeve Touchburn, who progressive; the residences compared fav- was standing in the doorway, began firing orably with those in much larger places, questions at the speaker relative to the municipality to haul the stone and apply its churches and various institutions were | machine, and after a short delay he was well built and modern, but when attention | induced to enter and make his way to the was directed to the state of the roads the | front. It is just possible that he now pride of the citizens must receive a severe | wishes he had been less demonstrative, as shock. In the last ten years he under- he received a merciless scoring in the stood the council had expended \$40,000 on most polite and gentlemanly mapner according to a fixed plan. In this way the the streets and walks, and yet the town possible. roads to-day were almost in a state of nature-indeed, so bad were they that | said he would advise the council to devote they would reflect but little credit upon any pathmaster to be found in the surrounding country. However, he would as much to cart poor material as good, and again, as it would compact and keep out not say much about the streets-if the he would counsel them strongly not to citizens were not ashamed of them the place any more mud-forming material matter need not concern him very deeply. It had been his impression that he had been invited to Lindsay to impart instrucafternoon he had been receiving instruc- ters so that pawing horses would not tion from the men he had come to teach. (Laughter.) At a meeting held recently in the township of Dumfries it had been stated that they were advanced in the science of roadmaking, as they had at least 50 different methods in constant

the different methods of roadmaking observable tallied faithfully with that number. The need of organization and method was never more pressing than in the town scraper a thorough series of tests | Lindsay at the present time. Perhaps | improve the roads by himself, but with half-a-century ago the early settlers the hearty co-operation of the people of deep interest | constructed the leading streets, and the | the town and county he felt that in a very the roadway may have been the best plan In the townships the conditions were ent day had been following the same old had noticed that the roads east of the system with results that were truly town were fairly well crowned, and though disheartening. The board of works had been hauling dirty gravel from the town average all over the province, but the pit that was really unfit for use an ordin ary country road, much less a constantly travelled town street. He had examined the town gravel pit during the afternoon, that the roads in Mariposa township were and found the gravel intermixed with layers of turf, clay, plaster and sand; teamsters merely scraped down the side of the pit and deposited the heterogenous mass on the streets under the name of gravel; under the action of occasional rains and constant traffic the mass became soft, the stones were forced out of sight and mud took their place. Then next spring from year to year, and the process might

ed from the pockets of the ratepayers for a A cordial vote of thanks was then ten- specific object that was not being attained, Mr. Campbell then repeated his offer

Ontario if given control of the \$35,000,000 Mr. Campbell then departed with Mayor | and the 10,000,000 days' statute labor expanded during the past 10 years. Surely that demonstrated the need of a better system. In Lindsay there are numerous street allowances but few streets for the large amount of money expended. He need not take up much time in telling them how roads should be built, because after his experience during the afternoon was well supplied with road makers, (laughter), and that very soon they would not have any roads at all. As a first step, being the ends of leading roads, had to the country roads should have metal 10 or 12 ft. in width and 8 ir. in depth, and the

The principles of road making were few in number, but if success is to be attained stones sink in the wet son, and the black of placed mud churns its way to the top, holds the water in puddles, the wheels of vehicles cut deeper and deeper, and the vehicles cut deeper and deeper and deeper, and the vehicles cut deeper and half per cent.; and in the third statement the periods are still the same, but the rate of interest is five per cent.:

Statement No. 1, Rate 4 per cent.

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Amount that could be raised at present time, \$\$,111, debentures issued for 10 years; \$11,118.50, 15 years; \$13,589.75, 20

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Amount that could be raised at present time, \$\$,111, debentures issued for 10 years; \$11,118.50, 15 years; \$13,589.75, 20 road becomes a quagmire. He had seen half per cent.; and in the third statement half per cent.; and in the thir

other streets something less.

understood that stone and gravel are merely placed on the roadbed to support the load, not to soak up the water and mud. All over the town he had found great mud-holes which the road makers were endeavoring to dry up by dumping into them loads of stone. Wealthy as the town might be there could not be money enough to follow long such a foolish plan. When the foundation of the road has been made dry then crown it and put on the metal. The stuff from the gravel pit should not be used—there was first-class gravel there, but it should be screened to remove the clay. He would earnestly advise them to beg, burrow, but not steal, a rock crusher; the machine could be the streets the use of a heavy roller would

demonstrated in no uncertain fashion that they were thoroughly in sympathy with the speaker and recognized the truth and manent road, and in a few years the town would have at least one good street, but if Mr. Campbell began by stating that he had been pleased to receive an invitation a dozen men at the head of affairs and

be in keeping with the town's material

Mr. Campbell next referred to the town grading machine, saying he had inspected it during the afternoon in its resting place at the exhibition grounds. Of course they were taking good care of it, and possibly it was a great attraction, but it was | should be. hardly fulfilling the purpose contemplated when the town invested a large sum of money in its purchase. If the council could not find use for the machine they should sell or loan it to the township authorities-he had been told the latter were willing to give a hospital site, or something of that kind, in; exchange. the town council to place it in charge of a Judging by what he had seen during the | man having some mechanical knowledge afternoon's drive he felt that the town | and let him go to work on one of the back

grants together, and have all work done

Resuming his discourse, Mr. Campbell particular attention to the preparation of proper metal for the strests; it cost just from the gravel pit on the streets, as there seemed to be mud to spare already. (Laughter.) The stones in the pit should be used in sonstructing cobble-stone gutdestroy the edges of the roadways. If the council contemplated putting in a sewer age system in the near future the work of permanently improving the streets should be delayed till portions of the system had

The speaker said he was pleased to see so many of the county councillors present -the questions asked by those gentlemen at the afternoon meeting proved that they nad taken up the question of good roads in a serious spirit. He could do little to short of metal were perhaps equal to the town streets-well, he would not enter into comparisons, for fear language might fail him. (Laughter.) He had been told very good, and he had been pleased to The making of good roads to-day was

who were compelled to cut down the trees, toast his shins when roads were bad the grub out the stumps and stones and bridge the streams, and fight the forests on their never had a day to waste. Good roads farms at the same time; yet to-day we conduced greatly to the prosperity of the find the farmers of a prosperous com munity saying that the making of good roads was a question of money. No, it was a question of proper system and intelligent use of the means at their dis- young men and women satisfied to reposal. In the average townships about 4,000 days of statute labor and \$2,300 in money are expended on the roads. That amount, representing over \$6,000 in all, if properly expended should keep every road in the township in first-class condition. He did not intend to deride the statute labor system, but he felt that as usually administered it was the most foolish and wasteful system possible to conceive. (Applause.) In Ops, he had been informed, the roads were in charge of 93 pathmasters, and he was prepared to hear that there was great diversity in their methods of road building. Would it not be better to place a large section of road -say five miles-under the charge of a good man who would treat it in accordance with a plan furnished him by the council? Under the present system the beats were small, and if a man attempted to follow out a thorough plan the chances were he would be blamed for not completing his section and would lose his job at the end of his term. Another drawback was that owing to the smallness of the beats pathmasters had only the immediate neighbors working with them, the result being a lessening of authority and usually waste of time and very poor work. These men who neglected their own divisions then hang about the skirts of the councillors and pester them for special grants. (Applause.) He could tell them that in many municipalities the evil was growing rapidly. By niaking beats five miles in length, and placing good men in charge and keeping them there, good roads would come, and quickly. It might be necessary to pay these overseers for extra services, but it would be a saying in the end, as pathmasters would take a deep interest in their work and pride themselves upon the

Mr. Campbell said country road makers should avail themselves of every natural watercourse for drainage purposes; the Arch. Campbell.



furnished by him for grading and crown-

ing. The old man's reply was "Your plan

is all right, but I carry a better one with

me at all times," and he exhibited his

thumb nail, the curve of which aptly illus-

trates what the crown of a good road

Another objectionable feature of the

statute labor system lies in the fact that

or no attention being paid to the roads in

the intervening time. As a result of this

policy roads became filled with ruts and

depressions, and in the following spring

whereas had attention been given to the

trouble at the right time a very small

expenditure would have sufficed. He

thought the council should be held directly

responsible for the condition of the roads

by the people, and not permit all the

blame to be borne by the pathmasters.

The council should specify the width of

the road, the manner of grading and

crowning, the size of a load of grayel, etc.

-as for the latter, he thought 32 ft. the

proper quantity, but some pathmasters

evidently considered two barrowsful a

load. In the spring the council should

roads and would render willing service-

had turged out voluntarily and given days

portion of roadway after the grant had

been exhausted. All over the province a

deep interest was being manifested in the

The chairman of the town board o

works appeared to have many good ideas

and was willing to learn, but it was as

unreasonable to expect him to build good

roads with the means at his disposal, and

according to the plans laid down by his

prodecessore, as it would be to expect an

architect to build the town hall with a

bucksaw as his only tool. He supposed

that after he (Campbell) left town men

would be heard to say, "Oh, yes, that's all

if they can't be was not responsible, but

the men who would say that were decelv-

ing the people, if not themselves. Cer-

tainly nothing would be accomplished so

long as the members of the board of works

continued the squabbling and fighting he

had been compelled to listen to all after-

noon. He was not certain that he would

cated a plan to follow if the municipality

desired good roads, and if the courcil

wished to find out how it worked else-

where the task was easy. One thing was

improved system, and would be enjoying

good reads while Lindsayites would still

be wading through mud. Some people

occasionally took a selfish view of the

agitation and wanted to know if good

roads would raise the prices of wheat,

successful farmers were the men who

cation of material progress. Good roads

main on the farm; children plodding to

esson in shiftlessness that is never for-

manage to secure positions and prosper

to dissipation and death is forgotten by

nearer the edge of the road?"

but the rule is not a cast-iron one.

with the proper machinery and metal.

the fate of the 75 per cent, who go down

Campbell had offered to visit Lindsay and

Mr. Campbell said he would not advise

Campbell said that when putting down

tile he usually placed a green sod over

each joint, and then covered the tile with

saw-dust, shavings, or other material that

would act as a cushion or protector. In

quicksand he placed an elm board under

Reeve Eilis said he had used clay

test found the results very satisfactory.

cover the joints, and after a four years

Mr. Hopkins asked Mr. Campbell to re-

peat his statement that pathmasters were

necessary. Mr. Campbell said he would

comply cheerfully. While he believed that

right, but we can's do any better."

good roads question.

examine the roads in the different sections.

a large sum required for repairs,

On poor, worked-out soil you must first apply liberal quantities of

and AND SALT.

For years past we have been selling the above fertilizers to the farmer of Victoria county with most satisfactory results, and our sales are constantly increasing. Fertility must be restored to the soil in some fashion, and those who cannot follow the rotation system, or manufacture sufficient manure on the farm, should resort to artificial fertilizers of known merit, such as we offer.

FIELD AND GARDEN SEEDS:

If you have never tried our Seeds, do so this spring. We have a full range, and as we purchase only from the most reliable dealers we guarantee their genuineness.

We might say a great deal more about our Seeds without exhausting their good points, but whats the the method of roadmaking would have to Then again, plank will no doubt advance use. You know us, and we know the Seeds. Price is right, too.

ARCH, CAMPBELL,

FAMILY GROCER

John Makins.

Brass an Iron Founder is prepared to do all kinds of Casting and Foundry Work. Repairing of Implements and Machinery etc., Setting-up Steam Engines and Bollers.

JOHN MAKINS

and economy of the road scraper, as I three feet deep-below the frost line would take four teams of horses to work | whatever that was. it, and it was a question if it would be Mr. D. J. McIntyre eulogized Mr. fair to use a stone crusher when there campbell's practical and interesting were so many poor men in want of work. When he was reeve of Ops the council had come of it—if not, the people would have the agent declined the test.

humorous and crushing that the audience enjoyed a hearty laugh. Mr. J. D. Flavelle asked what methods are being pursued in other towns to defray

walks. Mr. Campbell answered that some towns were doing the work on the frontage plan,

Mr. Flavelle- "We would probably require about five miles to connect with the leading country roads." Mr. Campbell-"That could probably be built for about \$10,000." Mr. Fiavelle said the question was an | mitted exceedingly important one, and the rate- Mr. Barron said the money yearly wastpayers should seriously consider the

bell if it would not be better to place a row of tile in the middle of the road instead of | would many others.

economical as well. Mr. Campbell pointed out that the ten- in the construction of good roads. side drains dry the road and also carry away the superfluous water from the lands adjoining. Another trouble with the middle drain would be the sinking of the soil owing to the porous nature of the filling

Mr. J. D. Flavelle said he inferred from Mr. Campbell's remarks that he did not advise spending the entire appropriation on permanent work. Mr. Campbell-"Oh no, I advise setting

aside a certain sum yearly for permanent work if funds cannot be secured to do the Mr. Flavelle-"What then, would you

are changed frequently." Mr. Campbeli-"It would certainly be be ter to have a man placed permanently in charge of the streets."

Mr. Carter, an agent for roadmaking machinery, who happened to be present, said he would like to know if Mr. Hopkins' offer to do as much grading with two teams and two men as a scraper could accomplish, still held good; if so he was willing to send for a scraper and would guarantee to do 40 rods of turnpiking better and quicker than Mr. Hopkins with four teams and four men. Mr. Hopkins evaded the challenge by

saying he was not now reeve of Ops. Mr. Fiavelle asked the probable cost of a roller and stone crusher. Mr. Carter replied that a No. 3 stone the tile under the gutter or say two feet

crusher, the kind purchased by most municipalities, was listed at \$1,200, but he Mr. Campbell-"I always place the tile would sell it for \$1,000. Steam rollers under the gutter and below the frost line, were listed at \$100 per ton, but he would ask less money, and if both machines were purchased he would accept a further which could be weighted to seven tons. A 7th day of May, 1897, are required to send by post the council to buy machinery without first | twelve horse-power engine would be | prepaid or to deliver to the undersigned on or before equired to operate the No. 3 stone crusher; t would crush 12 to 16 cords per day, and a larger size would crush 16 to 20 cords. Reeve Ellis, Ope, said that Mr. Camp beil had advocated for Kent-st. west

precisely what he (Ellis) had recommended for the past 20 years. Mr. J. D. Flavelle, in moving a vote of thanks to Mr. Campbell, said the council | notice, were not entirely to blame for the state of the town roads-the people were also responsible. He felt that the citizens would now take the matter up and come

to some understanding with the council better results would follow a reduction in of thanks, referred to the condition of his the number of beats, he knew that excel- own street as a glaring example of mis- Tuesday, June 29th, inst., lent work was being done under the pres- manage and ignorance of road-building ent system in some municipalities-work methods. He had in Mr. Gillogly a very that would make the town roadmakers excellent neighbor, but he was not so sure that he made a good chairman of the board Campbell would apply his system in the townships, where so many pathmasters held different opinions on the matter.

Illustrious example of his predecessor. (Laughter). In concluding, Mr. Barron and the travelled about Ontario a great and he travelled about Ontario a great Mr. Campbell - Oh, they're not built ly he heard Lindsay spoken of disadvanthat way in the townships." (Uproarlous tageously owing to its roads, As an

JOHN MAKINS,

LINDSAY FOUNDRY.

Williamest. Norta

been asked to buy a scraper, and he had to turn the roadmakers out, and perhaps offered to purchase it if the agent would that would be the best thing to do at any guarantee to do more work with the ma- rate. He was strongly in favor of aphine and two teams of horses than he pointings permanent and capable overseer. could with two teams and two men, but Mr. Gillogly, chairman of the board of works, said he was being made a target Mr. Campbell again devoted a little for a good many remarks in a friendly attention to Reeve Touchburn, and his reply to the latter's question was so apt, fortune, he did not know which, to be placed at the head of the board of works ; he was surrounded by a vigilance commit-tee, and he found it difficult to get along. He had by hard work managed to get a bit the cost of good roads and artificial stone of road drained, and Mr. Campbell had praised him for doing so, saying it would, of course, have been better to have had the drains closer and the trenches filled in others raised the money by issuing deben- with stone or gravel. He had the magnitures. He had the magnificent sum of \$600 at his disposal for roadmaking after paying for plank, cedar, stone, etc.—an amount hardly sufficent to keep well clear of lawsuits. If given a fair show he could build as good a road as anyone, and would use the road scraper if per-

ed on the streets would suffice to pay interadvisability of building the sections men- est and sinking fund charges on a sum of Mr. Jas. H. Hopkins asked Mr. Camp- Would it not be well to borrow and build good roads? He would say yes, and so

two along the sides-it would be more | Dr. Burrows enquired if a system of sewerage was necessary before engaging necessary : outlets can always be secured for the tile drains."

The vote of thanks was then tendered Mr. Campbell, who made a suitable ac-The meeting was then brought to a close, it being 11,20 o'clock.

New Advertisements. MA EMORIAL CARDS. - A yery choice

FOR SALE OR TO LET-That valuable brick residence situated on Huron-st., in the south ward, containing ten rooms, bathrooms and closets, also fine large stables and all necessary outbuildings. Liberal terms, Must be sold or rented by September, 1897 For further particulars apply to

more weekly in spare time, Apply to WARKEN PUR. Co., LONDON, ONT .- 57-w6 mos.

ATOTICE TO CREDITORS. In the matter of the Estate of William Nathan Rea, late of the Township of Ops, in the County of Victoria,

Farmer, deceased. having claims against the estate of William Nathan Rea, late of the Township of Ops, in the County of Victoria, Farmer, deceased, who died on or about the The 9th day of July, 1897, nature of the security, if any, held by them, duly certified, and that after the said day the executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard

for Ella F. Rea, Barton Rea and George E Res, executors. Dated 9th June, 1897 .- 70-4w.

TWO GOOD FARMS FOR SALE. SEALED TENDERS, MARKED TENDERS, will be The John Bell Farm, south half of Lot S, in the 7th Con., Eldon, 100 acres

South half Lot 19, Con. 10, Eldon, 100 Clear tile, Quality of soil and situation excellent,

Mr. Hopkins defended the expenditure might add that Lindsay was now being of tender, and sufficient therewith to make up one